

**\*\* WARNING \*\* WARNING \*\* WARNING \*\* WARNING \*\***

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STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

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**NOTICE TO CONTRACTORS  
AND  
SPECIAL PROVISIONS  
FOR CONSTRUCTION ON STATE HIGHWAY IN  
YUBA AND NEVADA COUNTIES  
FROM 0.4 KM WEST OF THE NEVADA COUNTY LINE  
TO 1.0 KM EAST OF OAK CANYON DRIVE**

**DISTRICT 03, ROUTE 20**

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**For Use in Connection with Standard Specifications Dated JULY 1999, Standard Plans Dated JULY 2004, and Labor  
Surcharge and Equipment Rental Rates.**

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**CONTRACT NO. 03-1A5304  
03-Yub,Nev-20-34.6/34.9,0.0/R6.6**

**Bids Open: July 12, 2006  
Dated: May 30, 2006**

**OSD**

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# IMPORTANT SPECIAL NOTICES

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- Attention is directed to Section 4, "Beginning of Work, Time of Completion and Liquidated Damages," of these special provisions for special requirements for beginning of work.
- The specifications for this project include Quality Control / Quality Assurance provisions for the contract item "Asphalt Concrete (Type A)" in the Special Provisions. Asphalt concrete (Type A) shall conform to the provisions in Section 11-1, "Quality Control / Quality Assurance," and the section entitled "Asphalt Concrete" in Section 10-1, "General," of the Special Provisions. Section 39, "Asphalt Concrete," of the Standard Specifications shall not apply to Type A asphalt concrete.
- The specifications for this project require the production of asphalt-rubber binder. The Air Quality Management District must approve the production and placement of asphalt-rubber binder and rubberized asphalt concrete, in addition to the Operating Permits required to produce asphalt concrete. Air Quality Management Districts have stopped production of these products due to failure to obtain necessary approvals.

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## STANDARD PLANS LIST

The Standard Plan sheets applicable to this contract include, but are not limited to those indicated below. The Revised Standard Plans (RSP) and New Standard Plans (NSP) which apply to this contract are included as individual sheets of the project plans.

A10A	Acronyms and Abbreviations (A-L)
A10B	Acronyms and Abbreviations (M-Z)
A10C	Symbols (Sheet 1 of 2)
A10D	Symbols (Sheet 2 of 2)
A20A	Pavement Markers and Traffic Lines, Typical Details
A20B	Pavement Markers and Traffic Lines, Typical Details
A20D	Pavement Markers and Traffic Lines, Typical Details
A24A	Pavement Markings - Arrows
A24B	Pavement Markings - Arrows
A24D	Pavement Markings – Words
A24E	Pavement Markings – Words And Crosswalks
A62A	Excavation and Backfill – Miscellaneous Details
A62C	Limits of Payment for Excavation and Backfill - Bridge

A62D	Excavation and Backfill – Concrete Pipe Culverts
A62DA	Excavation and Backfill – Concrete Pipe Culverts
A62E	Excavation and Backfill – Cast-In-Place Reinforced Concrete Box and Arch Culverts
A62F	Excavation and Backfill – Metal And Plastic Culverts
A73A	Object Markers
A73B	Markers
A73C	Delineators, Channelizers and Barricades
A77A1	Metal Beam Guard Railing – Standard Railing Section (Wood Post With Wood Block)
A77B1	Metal Beam Guard Railing – Standard Hardware
A77C1	Metal Beam Guard Railing – Wood Post and Wood Block Details
A77C3	Metal Beam Guard Railing – Typical Line Post Embedment and Hinge Point Offset Details
A77C4	Metal Beam Guard Railing – Typical Railing Delineation and Dike Positioning Details
A77E1	Metal Beam Guard Railing – Typical Layouts for Embankments
A77F1	Metal Beam Guard Railing – Typical Layouts for Structure Approach
A77H1	Metal Railing End Anchor Assembly (Type SFT)
A77H2	Metal Railing Rail Tensioning Assembly
A77H3	Metal Railing Anchor Cable and Anchor Plate Details
A77J1	Metal Beam Guard Railing Connections To Bridge Railings Without Sidewalks Details No.1
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A77J4	Metal Beam Guard Railing Transition Railing (Type WB)
A77L1	Metal Beam Railing Terminal System (Type SRT)
A82B1	Crash Cushion (Type ADIEM)
A87B	Asphalt Concrete Dikes
D74B	Drainage Inlets
D74C	Drainage Inlets Details
RSP D78C	Inlet Depressions – Asphalt Concrete Shoulders
D82	Cast-In-Place Reinforced Concrete Box Culvert Miscellaneous Details
D84	Box Culvert Wingwalls-Types A, B and C
D87A	Corrugated Metal Pipe Downdrain Details
D89	Pipe Headwalls
D90	Pipe Culvert Headwalls, Endwalls and Wingwalls-Type A, B And C
D94A	Metal and Plastic Flared End Sections
D94B	Concrete Flared End Sections
D97A	Corrugated Metal Pipe Coupling Details No. 1- Annular Coupling Band Bar And Strap and Angle Connections
D97B	Corrugated Metal Pipe Coupling Details No. 2- Hat Band Coupler and Flange Details
D97C	Corrugated Metal Pipe Coupling Details No. 3- Helical and Universal Couplers
D97H	Reinforced Concrete Pipe or Non-Reinforced Concrete Pipe-Standard and Positive Joints
D102	Underdrains
T1A	Temporary Crash Cushion, Sand Filled (Unidirectional)
T1B	Temporary Crash Cushion, Sand Filled (Bidirectional)
T2	Temporary Crash Cushion, Sand Filled (Shoulder Installations)
T3	Temporary Railing (Type K)
T4	Temporary Traffic Screen
T5	Temporary Terminal Section (Type K)
RSP T7	Construction Project Funding Identification Signs
RSP T13	Traffic Control System for Lane Closure On Two lane Conventional Highways
RSP T17	Traffic Control System for Moving Lane Closure On Two Lane Highways
T51	Temporary Water Pollution Control Details (Temporary Silt Fence)
T56	Temporary Water Pollution Control Details (Temporary Fiber Roll)
T57	Temporary Water Pollution Control Details (Temporary Check Dam)
T59	Temporary Water Pollution Control Details (Temporary Concrete Washout Facility)
B0-1	Bridge Details
B0-3	Bridge Details

B0-5	Bridge Details
B0-13	Bridge Details
B2-3	400 mm and 610 mm Cast-In-Drilled-Hole Concrete Pile
RSP B6-21	Joint Seals (Maximum Movement Rating = 50 mm)
B7-1	Box Girder Details
B7-10	Utility Opening – Box Girder
RSP B8-5	Cast-In-Place Prestressed Girder Details
B11-47	Cable Railing
B11-55	Concrete Barrier Type 732
RS1	Roadside Signs, Typical Installation Details No. 1
RS2	Roadside Signs - Wood Post, Typical Installation Details No. 2
S93	Framing Details for Framed Single Sheet Aluminum Signs, Rectangular Shape
S94	Roadside Single Sheet Aluminum Sign, Rectangular Shape

**DEPARTMENT OF TRANSPORTATION**

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**NOTICE TO CONTRACTORS**

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**CONTRACT NO. 03-1A5304**

**03-Yub,Nev-20-34.6/34.9,0.0/R6.6**

Sealed proposals for the work shown on the plans entitled:

**STATE OF CALIFORNIA; DEPARTMENT OF TRANSPORTATION; PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY IN YUBA AND NEVADA COUNTIES FROM 0.4 KM WEST OF THE NEVADA COUNTY LINE TO 1.0 KM EAST OF OAK CANYON DRIVE**

will be received at the Department of Transportation, 1120 N Street, Room 0200, MS #26, Sacramento, CA 95814, until 2 o'clock p.m. on July 12, 2006, at which time they will be publicly opened and read in Room 0100 at the same address.

Proposal forms for this work are included in a separate book entitled:

**STATE OF CALIFORNIA; DEPARTMENT OF TRANSPORTATION; PROPOSAL AND CONTRACT FOR CONSTRUCTION ON STATE HIGHWAY IN YUBA AND NEVADA COUNTIES FROM 0.4 KM WEST OF THE NEVADA COUNTY LINE TO 1.0 KM EAST OF OAK CANYON DRIVE**

General work description: Realign and widen roadway.

This project has a goal of 3 percent disabled veteran business enterprise (DVBE) participation.

No prebid meeting is scheduled for this project.

Bids are required for the entire work described herein.

At the time this contract is awarded, the Contractor shall possess either a Class A license or a combination of Class C licenses which constitutes a majority of the work.

The Contractor must also be properly licensed at the time the bid is submitted, except that on a joint venture bid a joint venture license may be obtained by a combination of licenses after bid opening but before award in conformance with Business and Professions Code, Section 7029.1.

This contract is subject to state contract nondiscrimination and compliance requirements pursuant to Government Code, Section 12990.

This project is subject to the State Small Business Preference, Non-Small Business Subcontractor Preference, and California Company Reciprocal Preference.

The District in which the work for this project is located has been incorporated into the Department's Northern Region. References in the Instruction to Bidders or the General Conditions or in the special provisions to the district shall be deemed to mean the Northern Region. The office of the District Director for the Northern Region is located at Marysville.

Inquiries or questions based on alleged patent ambiguity of the plans, specifications or estimate must be communicated as a bidder inquiry prior to bid opening. Any such inquiries or questions, submitted after bid opening, will not be treated as a bid protest.

The Department will consider bidder inquiries only when made in writing and shall be submitted to CALTRANS North Region Construction Office by either E-mail or Fax:

E-mail: [inquiry\\_nr\\_bid@dot.ca.gov](mailto:inquiry_nr_bid@dot.ca.gov)

FAX Number: (530) 822-4324

Responses to the bidder will be posted on the Internet at:

[www.dot.ca.gov/dist3/departments/construction/bidders/find\\_res.htm](http://www.dot.ca.gov/dist3/departments/construction/bidders/find_res.htm)

Project plans, special provisions, and proposal forms for bidding this project can only be obtained at the Department of Transportation, Plans and Bid Documents, Room 0200, MS #26, Transportation Building, 1120 N Street, Sacramento, California 95814, FAX No. (916) 654-7028, Telephone No. (916) 654-4490. Use FAX orders to expedite orders for project plans, special provisions and proposal forms. FAX orders must include credit card charge number, card expiration date and authorizing signature. Project plans, special provisions, and proposal forms may be seen at the above Department of Transportation office and at the offices of the District Directors of Transportation at Irvine, Oakland, and the district in which the work is situated. Standard Specifications and Standard Plans are available through the State of California, Department of Transportation, Publications Unit, 1900 Royal Oaks Drive, Sacramento, CA 95815, Telephone No. (916) 445-3520.

The successful bidder shall furnish a payment bond and a performance bond.

Pursuant to Section 1773 of the Labor Code, the general prevailing wage rates in the county, or counties, in which the work is to be done have been determined by the Director of the California Department of Industrial Relations. These wages are set forth in the General Prevailing Wage Rates for this project, available at the Labor Compliance Office at the offices of the District Director of Transportation for the district in which the work is situated, and available from the California Department of Industrial Relations' Internet Web Site at: <http://www.dir.ca.gov>. Future effective general prevailing wage rates which have been predetermined and are on file with the Department of Industrial Relations are referenced but not printed in the general prevailing wage rates.

DEPARTMENT OF TRANSPORTATION

Deputy Director Transportation Engineering

Dated May 30, 2006

RWR

**COPY OF ENGINEER'S ESTIMATE  
(NOT TO BE USED FOR BIDDING PURPOSES)**

**03-1A5304**

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
1	070012	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM
2	070018	TIME-RELATED OVERHEAD	WDAY	400
3	071325	TEMPORARY FENCE (TYPE ESA)	M	280
4	074019	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	LUMP SUM
5	074020	WATER POLLUTION CONTROL	LS	LUMP SUM
6	074028	TEMPORARY FIBER ROLL	M	11 400
7	074029	TEMPORARY SILT FENCE	M	27 700
8	074032	TEMPORARY CONCRETE WASHOUT FACILITY	EA	2
9	074035	TEMPORARY CHECK DAM	M	240
10	074038	TEMPORARY DRAINAGE INLET PROTECTION	EA	15
11	074040	TEMPORARY HYDRAULIC MULCH (BONDED FIBER MATRIX)	M2	40 000
12	039083	TEMPORARY SAND BAG SLOPE PROTECTION	M3	7
13	039084	REMOVE TEMPORARY SAND BAG SLOPE PROTECTION	M3	7
14 (S)	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM
15 (S)	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM
16 (S)	120120	TYPE III BARRICADE	EA	42
17 (S)	120149	TEMPORARY PAVEMENT MARKING (PAINT)	M2	43
18 (S)	120151	TEMPORARY TRAFFIC STRIPE (TAPE)	M	1860
19 (S)	120152	TEMPORARY PAVEMENT MARKING (TAPE)	M2	28
20 (S)	120159	TEMPORARY TRAFFIC STRIPE (PAINT)	M	30 500

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
21 (S)	120165	CHANNELIZER (SURFACE MOUNTED)	EA	370
22 (S)	039085	TRAFFIC PLASTIC DRUM	EA	170
23 (S)	120300	TEMPORARY PAVEMENT MARKER	EA	2440
24 (S)	128650	PORTABLE CHANGEABLE MESSAGE SIGN	LS	LUMP SUM
25	129000	TEMPORARY RAILING (TYPE K)	M	1600
26 (S)	039086	TEMPORARY CRASH CUSHION (TYPE ADIEM)	EA	2
27 (S)	129100	TEMPORARY CRASH CUSHION MODULE	EA	120
28	150206	ABANDON CULVERT	M	750
29 (S)	150229	ABANDON WATER WELL	EA	2
30	150305	OBLITERATE SURFACING	M2	4620
31	150605	REMOVE FENCE	M	6430
32	150662	REMOVE METAL BEAM GUARD RAILING	M	800
33	150668	REMOVE FLARED END SECTION	EA	20
34	039087	REMOVE YELLOW TRAFFIC STRIPE	M	11 000
35	039088	REMOVE WHITE TRAFFIC STRIPE	M	7520
36	150713	REMOVE PAVEMENT MARKING	M2	26
37	150742	REMOVE ROADSIDE SIGN	EA	9
38	150805	REMOVE CULVERT	M	140
39	039089	REMOVE 355 MM REINFORCED PLASTIC MORTAR PIPE	M	33
40	039090	REMOVE SIPHON PIPE AND STRUCTURE	LS	LUMP SUM

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
41	039091	REMOVE FLUME STRUCTURE	LS	LUMP SUM
42	150820	REMOVE INLET	EA	5
43	150821	REMOVE HEADWALL	EA	19
44	150860	REMOVE BASE AND SURFACING	M3	1080
45	152320	RESET ROADSIDE SIGN	EA	20
46	152390	RELOCATE ROADSIDE SIGN	EA	1
47 (S)	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	M2	32 000
48	039092	EXTEND 600 MM REINFORCED CONCRETE PIPE CASING	M	8
49	039093	EXTEND EXISTING BLOW OFF ASSEMBLY	EA	1
50	160101	CLEARING AND GRUBBING	LS	LUMP SUM
51	170101	DEVELOP WATER SUPPLY	LS	LUMP SUM
52	190101	ROADWAY EXCAVATION	M3	165 000
53	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM
54 (F)	192001	STRUCTURE EXCAVATION	M3	30
55 (F)	192020	STRUCTURE EXCAVATION (TYPE D)	M3	1900
56 (F)	193001	STRUCTURE BACKFILL	M3	20
57 (F)	193003	STRUCTURE BACKFILL (BRIDGE)	M3	1325
58 (F)	193030	PERVIOUS BACKFILL MATERIAL	M3	33
59	039094	CANAL BACKFILL	M3	130
60	193118	CONCRETE BACKFILL	M3	2

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
61	194001	DITCH EXCAVATION	M3	3410
62 (S)	203003	STRAW (EROSION CONTROL)	TONN	71
63 (S)	039095	FIBER (EROSION CONTROL) (TYPE STABILIZED FIBER MATRIX)	KG	3220
64 (S)	203014	FIBER (EROSION CONTROL)	KG	15 700
65 (S)	203021	FIBER ROLLS	M	13 500
66 (S)	203024	COMPOST (EROSION CONTROL)	M3	410
67 (S)	203026	MOVE-IN/MOVE-OUT (EROSION CONTROL)	EA	12
68 (S)	203045	PURE LIVE SEED (EROSION CONTROL)	KG	1570
69 (S)	203056	COMMERCIAL FERTILIZER (EROSION CONTROL)	KG	7560
70 (S)	203061	STABILIZING EMULSION (EROSION CONTROL)	KG	6270
71 (S)	039096	STABILIZING EMULSION (EROSION CONTROL) (TYPE STABILIZED FIBER MATRIX)	L	160
72	260201	CLASS 2 AGGREGATE BASE	M3	29 700
73	390095	REPLACE ASPHALT CONCRETE SURFACING	M3	250
74	390102	ASPHALT CONCRETE (TYPE A)	TONN	42 000
75	390127	RUBBERIZED ASPHALT CONCRETE (TYPE O)	TONN	4770
76	391005	PAVING ASPHALT (BINDER-PAVEMENT REINFORCING FABRIC)	TONN	8
77	393001	PAVEMENT REINFORCING FABRIC	M2	5840
78	394002	PLACE ASPHALT CONCRETE (MISCELLANEOUS AREA)	M2	1960
79	394044	PLACE ASPHALT CONCRETE DIKE (TYPE C)	M	40
80	394048	PLACE ASPHALT CONCRETE DIKE (TYPE E)	M	1290

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
81	394049	PLACE ASPHALT CONCRETE DIKE (TYPE F)	M	260
82 (S)	490657	600 MM CAST-IN-DRILLED-HOLE CONCRETE PILING	M	135
83 (S)	500001	PRESTRESSING CAST-IN-PLACE CONCRETE	LS	LUMP SUM
84 (F)	510051	STRUCTURAL CONCRETE, BRIDGE FOOTING	M3	291
85 (F)	510053	STRUCTURAL CONCRETE, BRIDGE	M3	1479
86 (F)	510085	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE EQ)	M3	21
87 (F)	510050	STRUCTURAL CONCRETE	M3	11
88 (F)	510135	CLASS 2 CONCRETE (HEADWALL)	M3	61
89 (F)	510138	CLASS 2 CONCRETE (WINGWALLS)	M3	60
90 (F)	510413	CLASS 1 CONCRETE (BOX CULVERT)	M3	49
91 (F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	M3	29
92 (F)	510510	MINOR CONCRETE (INVERT PAVING)	M3	31
93 (F)	039097	MINOR CONCRETE (MINOR STRUCTURE) (NID FACILITIES)	M3	218
94 (S)	519117	JOINT SEAL (MR 30 MM)	M	32
95 (S)	519144	JOINT SEAL (MR 50 MM)	M	35
96 (S-F)	520101	BAR REINFORCING STEEL	KG	16 109
97 (S-F)	520102	BAR REINFORCING STEEL (BRIDGE)	KG	177 210
98	566011	ROADSIDE SIGN - ONE POST	EA	25
99	566012	ROADSIDE SIGN - TWO POST	EA	4
100	650069	450 MM REINFORCED CONCRETE PIPE	M	31

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
101	650075	600 MM REINFORCED CONCRETE PIPE	M	360
102	650077	750 MM REINFORCED CONCRETE PIPE	M	60
103	650079	900 MM REINFORCED CONCRETE PIPE	M	150
104	650081	1050 MM REINFORCED CONCRETE PIPE	M	50
105	650084	1200 MM REINFORCED CONCRETE PIPE	M	13
106	650089	1500 MM REINFORCED CONCRETE PIPE	M	40
107	039098	1100 MM REINFORCED CONCRETE PIPE (RUBBER GASKET JOINT)	M	150
108	650129	750 MM REINFORCED CONCRETE PIPE (RUBBER GASKET JOINT)	M	280
109	650133	1350 MM REINFORCED CONCRETE PIPE (RUBBER GASKET JOINT)	M	580
110	664022	600 MM CORRUGATED STEEL PIPE (3.51 MM THICK)	M	36
111	664030	750 MM CORRUGATED STEEL PIPE (3.51 MM THICK)	M	64
112	664033	900 MM CORRUGATED STEEL PIPE (2.01 MM THICK)	M	27
113	664035	900 MM CORRUGATED STEEL PIPE (3.51 MM THICK)	M	19
114	664068	450 MM CORRUGATED STEEL PIPE (3.51 MM THICK)	M	52
115	680637	200 MM NON-PERFORATED STEEL PIPE UNDERDRAIN (2.01 MM THICK)	M	200
116	690158	300 MM CORRUGATED STEEL PIPE DOWNDRAIN	M	21
117	692088	300 MM ENTRANCE TAPER	EA	2
118 (S)	692301	ANCHOR ASSEMBLY	EA	28
119	039099	COMBINATION AIR RELEASE VALVE ASSEMBLY	EA	3
120	039100	SERVICE LINE ASSEMBLY (NID PIPE LINE)	EA	3

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
121	703450	WELDED STEEL PIPE CASING (BRIDGE)	M	13
122	039101	WELDED STEEL PIPE CASING (1200 MM)	M	48
123	039102	WELDED STEEL PIPE CASING (1600 MM)	M	13
124	039103	WELDED STEEL PIPE CASING (2000 MM)	M	53
125	039104	1100 MM WELDED STEEL PIPE (NID FLUME)	M	39
126	039105	355 MM WELDED STEEL PIPE	M	33
127	039106	610 MM WELDED STEEL PIPE	M	34
128	039107	750 MM DUCTILE IRON PIPE (TYPE 1) (TEMPORARY)	M	1110
129	039108	750 MM DUCTILE IRON PIPE (TYPE 2) (PERMANENT)	M	170
130	039109	SERVICE LINE ASSEMBLY (NID TEMPORARY BYPASS)	EA	3
131	039110	BLOW OFF ASSEMBLY, MAJOR OUTLET (NID TEMPORARY BYPASS)	EA	2
132	039111	BLOW OFF ASSEMBLY, MINOR OUTLET (NID TEMPORARY BYPASS)	EA	2
133	039112	BLOW OFF ASSEMBLY(NID PIPE LINE)	EA	2
134	705222	450 MM CONCRETE FLARED END SECTION	EA	6
135	705224	600 MM CONCRETE FLARED END SECTION	EA	11
136	705227	900 MM CONCRETE FLARED END SECTION	EA	3
137	705228	1050 MM CONCRETE FLARED END SECTION	EA	1
138	039113	1100 MM SLIDE HEADGATE	EA	1
139	705656	1350 MM SLIDE HEADGATE	EA	1
140	719300	MANHOLE	EA	7

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
141	720120	ROCK SLOPE PROTECTION (1/2T, METHOD A)	M3	830
142	721008	ROCK SLOPE PROTECTION (LIGHT, METHOD B)	M3	220
143	721009	ROCK SLOPE PROTECTION (FACING, METHOD B)	M3	720
144	721010	ROCK SLOPE PROTECTION (BACKING NO. 1, METHOD B)	M3	140
145	039114	ROCK SLOPE PROTECTION (LIGHT, METHOD A)	M3	9
146	721023	ROCK SLOPE PROTECTION (1/2T, METHOD B)	M3	57
147	721024	ROCK SLOPE PROTECTION (1/4T, METHOD B)	M3	380
148	721501	CONCRETE (CONCRETED-ROCK SLOPE PROTECTION)	M3	88
149	721519	CONCRETED-ROCK SLOPE PROTECTION (1/2T, METHOD A)	M3	200
150	721608	CONCRETED-ROCK SLOPE PROTECTION (LIGHT, METHOD B)	M3	33
151	721609	CONCRETED-ROCK SLOPE PROTECTION (FACING, METHOD B)	M3	130
152	727901	MINOR CONCRETE (DITCH LINING)	M3	56
153	729010	ROCK SLOPE PROTECTION FABRIC	M2	4500
154	731502	MINOR CONCRETE (MISCELLANEOUS CONSTRUCTION)	M3	10
155 (S-F)	750001	MISCELLANEOUS IRON AND STEEL	KG	9160
156	750010	MANHOLE FRAME AND COVER	EA	7
157 (S-F)	039115	MISCELLANEOUS METAL (NID FLUME WALKWAY AND RAILING)	KG	3730
158	800008	FENCE (TYPE BW, 4-STRAND, METAL POST)	M	47
159	039116	CONCRETE BARRIER DELINEATOR (400 MM)	EA	2
160	820107	DELINEATOR (CLASS 1)	EA	140

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
161	820112	MARKER (CULVERT)	EA	45
162	039117	HIGHWAY POST MARKER	EA	19
163	820151	OBJECT MARKER (TYPE L-1)	EA	8
164 (S)	832003	METAL BEAM GUARD RAILING (WOOD POST)	M	590
165 (S)	839521	CABLE RAILING	M	120
166 (S)	839541	TRANSITION RAILING (TYPE WB)	EA	5
167 (S)	839576	END CAP (TYPE A)	EA	1
168 (S)	839577	END CAP (TYPE TA)	EA	4
169 (S)	839581	END ANCHOR ASSEMBLY (TYPE SFT)	EA	4
170 (S)	839585	ALTERNATIVE FLARED TERMINAL SYSTEM	EA	9
171 (F)	839720	CONCRETE BARRIER (TYPE 732)	M	293
172 (S)	840515	THERMOPLASTIC PAVEMENT MARKING	M2	76
173 (S)	840560	THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)	M	13 400
174 (S)	840561	100 MM THERMOPLASTIC TRAFFIC STRIPE	M	19 600
175 (S)	840563	200 MM THERMOPLASTIC TRAFFIC STRIPE	M	200
176 (S)	840570	100 MM THERMOPLASTIC TRAFFIC STRIPE (BROKEN 10.98 M - 3.66 M)	M	4220
177 (S)	850111	PAVEMENT MARKER (RETROREFLECTIVE)	EA	3000
178	999990	MOBILIZATION	LS	LUMP SUM

**STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION**

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**SPECIAL PROVISIONS**

**Annexed to Contract No. 03-1A5304**

**SECTION 1. SPECIFICATIONS AND PLANS**

The work embraced herein shall conform to the provisions in the Standard Specifications dated July 1999, and the Standard Plans dated July 2004, of the Department of Transportation insofar as the same may apply, and these special provisions.

In case of conflict between the Standard Specifications and these special provisions, the special provisions shall take precedence over and shall be used in lieu of the conflicting portions.

**AMENDMENTS TO JULY 1999 STANDARD  
SPECIFICATIONS**

**UPDATED NOVEMBER 18, 2005**

Amendments to the Standard Specifications set forth in these special provisions shall be considered as part of the Standard Specifications for the purposes set forth in Section 5-1.04, "Coordination and Interpretation of Plans, Standard Specifications and Special Provisions," of the Standard Specifications. Whenever either the term "Standard Specifications is amended" or the term "Standard Specifications are amended" is used in the special provisions, the text or table following the term shall be considered an amendment to the Standard Specifications. In case of conflict between such amendments and the Standard Specifications, the amendments shall take precedence over and be used in lieu of the conflicting portions.

**SECTION 1: DEFINITIONS AND TERMS**

Issue Date: January 28, 2005

Section 1-1.265, "Manual of Traffic Controls," of the Standard Specifications is amended to read:

**1-1.265 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES**

- The Manual on Uniform Traffic Control Devices for Streets and Highways, 2003 Edition (MUTCD) is administered by the Federal Highway Administration.

Section 1, "Definitions and Terms," of the Standard Specifications is amended by adding the following section:

**1-1.266 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CALIFORNIA SUPPLEMENT**

- The MUTCD 2003 California Supplement (MUTCD California Supplement) is issued by the Department of Transportation to provide amendments to the MUTCD. The MUTCD and MUTCD California Supplement supersede the Department's Manual of Traffic Controls.

## SECTION 2: PROPOSAL REQUIREMENTS AND CONDITIONS

Issue Date: June 19, 2003

Section 2-1.03, "Examination of Plans, Specifications, Contract, and Site of Work," of the Standard Specifications is amended to read:

### **2-1.03 Examination of Plans, Specifications, Contract, and Site of Work**

- The bidder shall examine carefully the site of the work contemplated, the plans and specifications, and the proposal and contract forms therefor. The submission of a bid shall be conclusive evidence that the bidder has investigated and is satisfied as to the general and local conditions to be encountered, as to the character, quality and scope of work to be performed, the quantities of materials to be furnished and as to the requirements of the proposal, plans, specifications and the contract.

- The submission of a bid shall also be conclusive evidence that the bidder is satisfied as to the character, quality and quantity of surface and subsurface materials or obstacles to be encountered insofar as this information was reasonably ascertainable from an inspection of the site and the records of exploratory work done by the Department as shown in the bid documents, as well as from the plans and specifications made a part of the contract.

- Where the Department has made investigations of site conditions including subsurface conditions in areas where work is to be performed under the contract, or in other areas, some of which may constitute possible local material sources, bidders or contractors may, upon written request, inspect the records of the Department as to those investigations subject to and upon the conditions hereinafter set forth.

- Where there has been prior construction by the Department or other public agencies within the project limits, records of the prior construction that are currently in the possession of the Department and which have been used by, or are known to, the designers and administrators of the project will be made available for inspection by bidders or contractors, upon written request, subject to the conditions hereinafter set forth. The records may include, but are not limited to, as-built drawings, design calculations, foundation and site studies, project reports and other data assembled in connection with the investigation, design, construction and maintenance of the prior projects.

- Inspection of the records of investigations and project records may be made at the office of the district in which the work is situated, or in the case of records of investigations related to structure work, at the Transportation Laboratory in Sacramento, California.

- When a log of test borings or other record of geotechnical data obtained by the Department's investigation of surface and subsurface conditions is included with the contract plans, it is furnished for the bidders' or Contractor's information and its use shall be subject to the conditions and limitations set forth in this Section 2-1.03.

- In some instances, information considered by the Department to be of possible interest to bidders or contractors has been compiled as "Materials Information." The use of the "Materials Information" shall be subject to the conditions and limitations set forth in this Section 2-1.03 and Section 6-2, "Local Materials."

- When cross sections are not included with the plans, but are available, bidders or contractors may inspect the cross sections and obtain copies for their use, at their expense.

- When cross sections are included with the contract plans, it is expressly understood and agreed that the cross sections do not constitute part of the contract, do not necessarily represent actual site conditions or show location, character, dimensions and details of work to be performed, and are included in the plans only for the convenience of bidders and their use is subject to the conditions and limitations set forth in this Section 2-1.03.

- When contour maps were used in the design of the project, the bidders may inspect those maps, and if available, they may obtain copies for their use.

- The availability or use of information described in this Section 2-1.03 is not to be construed in any way as a waiver of the provisions of the first paragraph in this Section 2-1.03 and bidders and contractors are cautioned to make independent investigations and examinations as they deem necessary to be satisfied as to conditions to be encountered in the performance of the work and, with respect to possible local material sources, the quality and quantity of material available from the property and the type and extent of processing that may be required in order to produce material conforming to the requirements of the specifications.

- The Department assumes no responsibility for conclusions or interpretations made by a bidder or contractor based on the information or data made available by the Department. The Department does not assume responsibility for representation made by its officers or agents before the execution of the contract concerning surface or subsurface conditions, unless that representation is expressly stated in the contract.

- No conclusions or interpretations made by a bidder or contractor from the information and data made available by the Department will relieve a bidder or contractor from properly fulfilling the terms of the contract.

## SECTION 5: CONTROL OF WORK

Issue Date: December 31, 2001

Section 5-1.02A, "Trench Excavation Safety Plans," of the Standard Specifications is amended to read:

### 5-1.02A Excavation Safety Plans

- The Construction Safety Orders of the Division of Occupational Safety and Health shall apply to all excavations. For all excavations 1.5 m or more in depth, the Contractor shall submit to the Engineer a detailed plan showing the design and details of the protective systems to be provided for worker protection from the hazard of caving ground during excavation. The detailed plan shall include any tabulated data and any design calculations used in the preparation of the plan. Excavation shall not begin until the detailed plan has been reviewed and approved by the Engineer.
- Detailed plans of protective systems for which the Construction Safety Orders require design by a registered professional engineer shall be prepared and signed by an engineer who is registered as a Civil Engineer in the State of California, and shall include the soil classification, soil properties, soil design calculations that demonstrate adequate stability of the protective system, and any other design calculations used in the preparation of the plan.
- No plan shall allow the use of a protective system less effective than that required by the Construction Safety Orders.
- If the detailed plan includes designs of protective systems developed only from the allowable configurations and slopes, or Appendices, contained in the Construction Safety Orders, the plan shall be submitted at least 5 days before the Contractor intends to begin excavation. If the detailed plan includes designs of protective systems developed from tabulated data, or designs for which design by a registered professional engineer is required, the plan shall be submitted at least 3 weeks before the Contractor intends to begin excavation.
- Attention is directed to Section 7-1.01E, "Trench Safety."

## SECTION 7: LEGAL RELATIONS AND RESPONSIBILITY

Issue Date: January 28, 2005

The eighth paragraph of Section 7-1.09, "Public Safety" of the Standard Specifications is amended to read:

- Signs, lights, flags, and other warning and safety devices and their use shall conform to the requirements set forth in Part 6 of the MUTCD and of the MUTCD California Supplement. Signs or other protective devices furnished and erected by the Contractor, at the Contractor's expense, as above provided, shall not obscure the visibility of, nor conflict in intent, meaning and function of either existing signs, lights and traffic control devices or any construction area signs and traffic control devices for which furnishing of, or payment for, is provided elsewhere in the specifications. Signs furnished and erected by the Contractor, at the Contractor's expense, shall be approved by the Engineer as to size, wording and location.

The fourteenth paragraph of Section 7-1.09, "Public Safety," of the Standard Specifications is amended to read:

- The Contractor shall notify the Engineer not less than 18 days and no more than 90 days prior to the anticipated start of an operation that will change the vertical or horizontal clearance available to public traffic (including shoulders).

The sixteenth paragraph of Section 7-1.09, "Public Safety," of the Standard Specifications is amended to read:

- When vertical clearance is temporarily reduced to 4.72 m or less, low clearance warning signs shall be placed in accordance with Part 2 of the MUTCD and the MUTCD California Supplement, and as directed by the Engineer. Signs shall conform to the dimensions, color, and legend requirements of the MUTCD, the MUTCD California Supplement, and these specifications except that the signs shall have black letters and numbers on an orange retroreflective background. W12-2P signs shall be illuminated so that the signs are clearly visible.

## SECTION 9: MEASUREMENT AND PAYMENT

Issue Date: November 17, 2004

Section 9-1.04, "Notice of Potential Claim," of the Standard Specifications is amended to read:

#### 9-1.04 NOTICE OF POTENTIAL CLAIM

- It is the intention of this section that disputes between the parties arising under and by virtue of the contract be brought to the attention of the Engineer at the earliest possible time in order that the matters may be resolved, if possible, or other appropriate action promptly taken.

- Disputes will not be considered unless the Contractor has first complied with specified notice or protest requirements, including Section 4-1.03, "Changes," Section 5-1.116, "Differing Site Conditions," Section 8-1.06, "Time of Completion," Section 8-1.07, "Liquidated Damages," and Section 8-1.10, "Utility and Non-Highway Facilities."

- For disputes arising under and by virtue of the contract, including an act or failure to act by the Engineer, the Contractor shall provide a signed written initial notice of potential claim to the Engineer within 5 days from the date the dispute first arose. The initial notice of potential claim shall provide the nature and circumstances involved in the dispute which shall remain consistent through the dispute. The initial notice of potential claim shall be submitted on Form CEM-6201A furnished by the Department and shall be certified with reference to the California False Claims Act, Government Code Sections 12650-12655. The Contractor shall assign an exclusive identification number for each dispute, determined by chronological sequencing, based on the date of the dispute.

- The exclusive identification number for each dispute shall be used on the following corresponding documents:

- A. Initial notice of potential claim.
- B. Supplemental notice of potential claim.
- C. Full and final documentation of potential claim.
- D. Corresponding claim included in the Contractor's written statement of claims.

- The Contractor shall provide the Engineer the opportunity to examine the site of work within 5 days from the date of the initial notice of potential claim. The Contractor shall proceed with the performance of contract work unless otherwise specified or directed by the Engineer.

- Throughout the disputed work, the Contractor shall maintain records that provide a clear distinction between the incurred direct costs of disputed work and that of undisputed work. The Contractor shall allow the Engineer access to the Contractor's project records deemed necessary by the Engineer to evaluate the potential claim within 20 days of the date of the Engineer's written request.

- Within 15 days of submitting the initial notice of potential claim, the Contractor shall provide a signed supplemental notice of potential claim to the Engineer that provides the following information:

- A. The complete nature and circumstances of the dispute which caused the potential claim.
- B. The contract provisions that provide the basis of claim.
- C. The estimated cost of the potential claim, including an itemized breakdown of individual costs and how the estimate was determined.
- D. A time impact analysis of the project schedule that illustrates the effect on the scheduled completion date due to schedule changes or disruptions where a request for adjustment of contract time is made.

- The information provided in items A and B above shall provide the Contractor's complete reasoning for additional compensation or adjustments.

- The supplemental notice of potential claim shall be submitted on Form CEM-6201B furnished by the Department and shall be certified with reference to the California False Claims Act, Government Code Sections 12650-12655. The Engineer will evaluate the information presented in the supplemental notice of potential claim and provide a written response to the Contractor within 20 days of its receipt. If the estimated cost or effect on the scheduled completion date changes, the Contractor shall update information in items C and D above as soon as the change is recognized and submit this information to the Engineer.

- Within 30 days of the completion of work related to the potential claim, the Contractor shall provide the full and final documentation of potential claim to the Engineer that provides the following information:

- A. A detailed factual narration of events fully describing the nature and circumstances that caused the dispute, including, but not limited to, necessary dates, locations, and items of work affected by the dispute.
- B. The specific provisions of the contract that support the potential claim and a statement of the reasons these provisions support and provide a basis for entitlement of the potential claim.
- C. When additional monetary compensation is requested, the exact amount requested calculated in conformance with Section 9-1.03, "Force Account Payment," or Section 8-1.09, "Right of Way Delays," including an itemized breakdown of individual costs. These costs shall be segregated into the following cost categories:

1. Labor – A listing of individuals, classifications, regular hours and overtime hours worked, dates worked, and other pertinent information related to the requested reimbursement of labor costs.
2. Materials – Invoices, purchase orders, location of materials either stored or incorporated into the work, dates materials were transported to the project or incorporated into the work, and other pertinent information related to the requested reimbursement of material costs.
3. Equipment – Listing of detailed description (make, model, and serial number), hours of use, dates of use and equipment rates. Equipment rates shall be at the applicable State rental rate as listed in the Department of Transportation publication entitled "Labor Surcharge and Equipment Rental Rates," in effect when the affected work related to the dispute was performed.
4. Other categories as specified by the Contractor or the Engineer.

D. When an adjustment of contract time is requested the following information shall be provided:

1. The specific dates for which contract time is being requested.
2. The specific reasons for entitlement to a contract time adjustment.
3. The specific provisions of the contract that provide the basis for the requested contract time adjustment.
4. A detailed time impact analysis of the project schedule. The time impact analysis shall show the effect of changes or disruptions on the scheduled completion date to demonstrate entitlement to a contract time adjustment.

E. The identification and copies of the Contractor's documents and the substance of oral communications that support the potential claim.

- The full and final documentation of the potential claim shall be submitted on Form CEM-6201C furnished by the Department and shall be certified with reference to the California False Claims Act, Government Code Sections 12650-12655.

- Pertinent information, references, arguments, and data to support the potential claim shall be included in the full and final documentation of potential claim. Information submitted subsequent to the full and final documentation submittal will not be considered. Information required in the full and final documentation of potential claim, as listed in items A to E above, that is not applicable to the dispute may be exempted as determined by the Engineer. No full and final documentation of potential claim will be considered that does not have the same nature and circumstances, and basis of claim as those specified on the initial and supplemental notices of potential claim.

- The Engineer will evaluate the information presented in the full and final documentation of potential claim and provide a written response to the Contractor within 30 days of its receipt unless otherwise specified. The Engineer's receipt of the full and final documentation of potential claim shall be evidenced by postal receipt or the Engineer's written receipt if delivered by hand. If the full and final documentation of potential claim is submitted by the Contractor after acceptance of the work by the Director, the Engineer need not provide a written response.

- Provisions in this section shall not apply to those claims for overhead costs and administrative disputes that occur after issuance of the proposed final estimate. Administrative disputes are disputes of administrative deductions or retentions, contract item quantities, contract item adjustments, interest payments, protests of contract change orders as provided in Section 4-1.03A, "Procedure and Protest," and protests of the weekly statement of working days as provided in Section 8-1.06, "Time of Completion." Administrative disputes that occur prior to issuance of the proposed final estimate shall follow applicable requirements of this section. Information listed in the supplemental notice and full and final documentation of potential claim that is not applicable to the administrative dispute may be exempted as determined by the Engineer.

- Unless otherwise specified in the special provisions, the Contractor may pursue the administrative claim process pursuant to Section 9-1.07B, "Final Payment and Claims," for any potential claim found by the Engineer to be without merit.

- Failure of the Contractor to conform to specified dispute procedures shall constitute a failure to pursue diligently and exhaust the administrative procedures in the contract, and is deemed as the Contractor's waiver of the potential claim and a waiver of the right to a corresponding claim for the disputed work in the administrative claim process in conformance with Section 9-1.07B, "Final Payment of Claims," and shall operate as a bar to arbitration pursuant to Section 10240.2 of the California Public Contract Code.

Section 9-1.07B, "Final Payment and Claims," of the Standard Specifications is amended to read:

#### **9-1.07B Final Payment and Claims**

- After acceptance by the Director, the Engineer will make a proposed final estimate in writing of the total amount payable to the Contractor, including an itemization of the total amount, segregated by contract item quantities, extra work and other bases for payment, and shall also show each deduction made or to be made for prior payments and amounts to be kept

or retained under the provisions of the contract. Prior estimates and payments shall be subject to correction in the proposed final estimate. The Contractor shall submit written approval of the proposed final estimate or a written statement of claims arising under or by virtue of the contract so that the Engineer receives the written approval or statement of claims no later than close of business of the thirtieth day after receiving the proposed final estimate. If the thirtieth day falls on a Saturday, Sunday or legal holiday, then receipt of the written approval or statement of claims by the Engineer shall not be later than close of business of the next business day. The Contractor's receipt of the proposed final estimate shall be evidenced by postal receipt. The Engineer's receipt of the Contractor's written approval or statement of claims shall be evidenced by postal receipt or the Engineer's written receipt if delivered by hand.

- On the Contractor's approval, or if the Contractor files no claim within the specified period of 30 days, the Engineer will issue a final estimate in writing in conformance with the proposed final estimate submitted to the Contractor, and within 30 days thereafter the State will pay the entire sum so found to be due. That final estimate and payment thereon shall be conclusive and binding against both parties to the contract on all questions relating to the amount of work done and the compensation payable therefor, except as otherwise provided in Sections 9-1.03C, "Records," and 9-1.09, "Clerical Errors."

- If the Contractor within the specified period of 30 days files claims, the Engineer will issue a semifinal estimate in conformance with the proposed final estimate submitted to the Contractor and within 30 days thereafter the State will pay the sum found to be due. The semifinal estimate and corresponding payment shall be conclusive and binding against both parties to the contract on each question relating to the amount of work done and the compensation payable therefor, except insofar as affected by the claims filed within the time and in the manner required hereunder and except as otherwise provided in Sections 9-1.03C, "Records," and 9-1.09, "Clerical Errors."

- Except for claims for overhead costs and administrative disputes that occur after issuance of the proposed final estimate, the Contractor shall only provide the following two items of information for each claim:

- A. The exclusive identification number that corresponds to the supporting full and final documentation of potential claim.
- B. The final amount of requested additional compensation.

- If the final amount of requested additional compensation is different than the amount of requested compensation included in the full and final documentation of potential claim, the Contractor shall provide in the written statement of claims the reasons for the changed amount, the specific provisions of the contract which support the changed amount, and a statement of the reasons the provisions support and provide a basis for the changed amount. If the Contractor's claim fails to provide an exclusive identification number or if there is a disparity in the provided exclusive identification number, the Engineer will notify the Contractor of the omission or disparity. The Contractor shall have 15 days after receiving notification from the Engineer to correct the omission or disparity. If after the 15 days has elapsed, there is still an omission or disparity of the exclusive identification number assigned to the claim, the Engineer will assign the number. No claim will be considered that has any of the following deficiencies:

- A. The claim does not have the same nature, circumstances, and basis as the corresponding full and final documentation of potential claim.
- B. The claim does not have a corresponding full and final documentation of potential claim.
- C. The claim was not included in the written statement of claims.
- D. The Contractor did not comply with applicable notice or protest requirements of Sections 4-1.03, "Changes," 5-1.116, "Differing Site Condition," 8-1.06, "Time of Completion," 8-1.07, "Liquidated Damages," 8-1.10, "Utility and Non-Highway Facilities," and 9-1.04, "Notice of Potential Claim."

- Administrative disputes that occur after issuance of the proposed final estimate shall be included in the Contractor's written statement of claims in sufficient detail to enable the Engineer to ascertain the basis and amounts of those claims.

- The Contractor shall keep full and complete records of the costs and additional time incurred for work for which a claim for additional compensation is made. The Engineer or designated claim investigators or auditors shall have access to those records and any other records as may be required by the Engineer to determine the facts or contentions involved in the claims. Failure to permit access to those records shall be sufficient cause for denying the claims.

- The written statement of claims submitted by the Contractor shall be accompanied by a notarized certificate containing the following language:

Under the penalty of law for perjury or falsification and with specific reference to the California False Claims Act, Government Code Section 12650 et. seq., the undersigned,

\_\_\_\_\_  
*(name)* \_\_\_\_\_ of  
 \_\_\_\_\_  
*(title)*  
 \_\_\_\_\_  
*(company)*

hereby certifies that the claim for the additional compensation and time, if any, made herein for the work on this contract is a true statement of the actual costs incurred and time sought, and is fully documented and supported under the contract between parties.

Dated \_\_\_\_\_

/s/ \_\_\_\_\_

Subscribed and sworn before me this \_\_\_\_\_ day

of \_\_\_\_\_

\_\_\_\_\_  
*(Notary Public)*  
 My Commission  
 Expires \_\_\_\_\_

- Failure to submit the notarized certificate will be sufficient cause for denying the claim.
- Claims for overhead type expenses or costs, in addition to being certified as stated above, shall be supported and accompanied by an audit report of an independent Certified Public Accountant. Omission of a supporting audit report of an independent Certified Public Accountant shall result in denial of the claim and shall operate as a bar to arbitration, as to the claim, in conformance with the requirements in Section 10240.2 of the California Public Contract Code. Claims for overhead type expenses or costs shall be subject to audit by the State at its discretion. The costs of performing an audit examination and submitting the report shall be borne by the Contractor. The Certified Public Accountant's audit examination shall be performed in conformance with the requirements of the American Institute of Certified Public Accountants Attestation Standards. The audit examination and report shall depict the Contractor's project and company-wide financial records and shall specify the actual overall average daily rates for both field and home office overhead for the entire duration of the project, and whether the costs have been properly allocated. The rates of field and home office overhead shall exclude unallowable costs as determined in Title 48 of the Federal Acquisition Regulations, Chapter 1, Part 31. The audit examination and report shall determine if the rates of field and home office overhead are:

- Allowable in conformance with the requirements in Title 48 of the Federal Acquisition Regulations, Chapter 1, Part 31.
- Adequately supported by reliable documentation.
- Related solely to the project under examination.

- Costs or expenses incurred by the State in reviewing or auditing claims that are not supported by the Contractor's cost accounting or other records shall be deemed to be damages incurred by the State within the meaning of the California False Claims Act.

- If the Engineer determines that a claim requires additional analysis, the Engineer will schedule a board of review meeting. The Contractor shall meet with the review board or person and make a presentation in support of the claim. Attendance by the Contractor at the board of review meeting shall be mandatory.

- The District Director of the District that administered the contract will make the final determination of any claims which remain in dispute after completion of claim review by the Engineer or board of review meeting.

The final determination of claims will be sent to the Contractor by hand delivery or deposit in the U.S. mail. The Engineer will then make and issue the Engineer's final estimate in writing and within 30 days thereafter the State will pay the entire sum, if any, found due thereon. That final estimate shall be conclusive and binding against both parties to the contract

on all questions relating to the amount of work done and the compensation payable therefor, except as otherwise provided in Sections 9-1.03C, "Records," and 9-1.09, "Clerical Errors."

- Failure of the Contractor to conform to the specified dispute procedures shall constitute a failure to pursue diligently and exhaust the administrative procedures in the contract and shall operate as a bar to arbitration in conformance with the requirements in Section 10240.2 of the California Public Contract Code.

## **SECTION 12: CONSTRUCTION AREA TRAFFIC CONTROL DEVICES**

Issue Date: November 2, 2004

The second paragraph of Section 12-1.01, "Description," of the Standard Specifications is amended to read:

- Attention is directed to Part 6 of the MUTCD and of the MUTCD California Supplement. Nothing in this Section 12 is to be construed as to reduce the minimum standards in these manuals.

Section 12-2.01, "Flaggers," of the Standard Specifications is amended to read:

- Flaggers while on duty and assigned to traffic control or to give warning to the public that the highway is under construction and of any dangerous conditions to be encountered as a result thereof, shall perform their duties and shall be provided with the necessary equipment in conformance with Part 6 of the MUTCD and of the MUTCD California Supplement. The equipment shall be furnished and kept clean and in good repair by the Contractor at the Contractor's expense.

The first paragraph of Section 12-3.01, "General," of the Standard Specifications is amended to read:

- In addition to the requirements in Part 6 of the MUTCD and of the MUTCD California Supplement, all devices used by the Contractor in the performance of the work shall conform to the provisions in this Section 12-3.

The first paragraph of Section 12-3.06, "Construction Area Signs," of the Standard Specifications is amended to read:

- The term "Construction Area Signs" shall include all temporary signs required for the direction of public traffic through or around the work during construction. Construction area signs are shown in or referred to in Part 6 of the MUTCD and of the MUTCD California Supplement.

The fourth paragraph of Section 12-3.06, "Construction Area Signs," of the Standard Specifications is amended to read:

- All construction area signs shall conform to the dimensions, color and legend requirements of the plans, Part 6 of the MUTCD, Part 6 of the MUTCD California Supplement, and these specifications. All sign panels shall be the product of a commercial sign manufacturer, and shall be as specified in these specifications.

The eighth paragraph of Section 12-3.06, "Construction Area Signs," of the Standard Specifications is amended to read:

- Used signs with the specified sheeting material will be considered satisfactory if they conform to the requirements for visibility and legibility and the colors conform to the requirements in Part 6 of the MUTCD and of the MUTCD California Supplement. A significant difference between day and nighttime retroreflective color will be grounds for rejecting signs.

Section 12-3.06A, "Stationary Mounted Signs," of the Standard Specifications is amended by deleting the third, fourth, fifth, and sixth paragraphs.

## **SECTION 15: EXISTING HIGHWAY FACILITIES**

Issue Date: November 2, 2004

The sixth paragraph of Section 15-2.07, "Payment," of the Standard Specifications is amended to read:

- Full compensation for removing, salvaging, reconstructing, relocating or resetting end caps, return caps, terminal sections, and buried post anchors, for metal beam guard railings and thrie beam barriers, and for connecting reconstructed,

relocated or reset railings and barriers to new and existing facilities, including connections to concrete, shall be considered as included in the contract price paid per meter for the type of railing or barrier work involved and no additional compensation will be allowed therefor.

## **SECTION 19: EARTHWORK**

Issue Date: December 31, 2001

The third paragraph of Section 19-1.02, "Preservation of Property," of the Standard Specifications is amended to read:

- In addition to the provisions in Sections 5-1.02, "Plans and Working Drawings," and 5-1.02A, "Excavation Safety Plans," detailed plans of the protective systems for excavations on or affecting railroad property will be reviewed for adequacy of protection provided for railroad facilities, property, and traffic. These plans shall be submitted at least 9 weeks before the Contractor intends to begin excavation requiring the protective systems. Approval by the Engineer of the detailed plans for the protective systems will be contingent upon the plans being satisfactory to the railroad company involved.

## **SECTION 20: EROSION CONTROL AND HIGHWAY PLANTING**

Issue Date: November 18, 2005

Section 20-2.25, "Backflow Preventers," of the Standard Specifications is amended to read:

### **20-2.25 BACKFLOW PREVENTERS**

- Backflow preventers shall be one of the reduced pressure principle devices as specified in these specifications and the special provisions.
- Backflow preventers shall be factory assembled and shall include 2 check valves, one pressure differential relief valve, 2 shut-off valves and 4 test cocks. Backflow preventer and valves shall be the same size as the pipeline in which they are installed, unless otherwise shown on the plans.
- Backflow preventer shut-off valves shall be manufactured from iron or bronze and shall be either resilient wedged gate valves, resilient seated and fully ported ball valves, or resilient seated butterfly valves. Threaded type shut-off valves shall be provided with a union on one side of each valve. Unions shall be brass or malleable iron.

Section 20-5.03J, "Check and Test Backflow Preventers," of the Standard Specifications is amended to read:

### **20-5.03J Check and Test Backflow Preventers**

- Backflow preventers shall be checked and tested for proper operation by a certified Backflow Preventer Tester. The tester shall hold a valid certification as a Backflow Preventer Tester from the local governing authority in which the device to be tested is located. The local governing authority shall be the county, city or water purveyor having the governing authority over testing of backflow preventers involved. If the local governing authority does not have a certification program for Backflow Preventer Testers, the tester shall have a certificate from one of the following:

- A. The American Water Works Association.
- B. A county which has a certification program for Backflow Preventer Testers.

- Tests for proper operation shall conform to the requirements of the governing authority.
- The Engineer shall be notified at least 5 days prior to testing backflow preventers.
- One copy of the test results for each backflow preventer tested shall be furnished to the Engineer.
- Backflow preventers, installed by the Contractor, failing required tests shall be repaired at the Contractor's expense.

## **SECTION 29: TREATED PERMEABLE BASES**

Issue Date: November 18, 2005

The fourth paragraph of Section 29-1.02A, "Asphalt Treated Permeable Base," of the Standard Specifications is amended to read:

- The type and grade of asphalt binder to be mixed with aggregate will be specified in the special provisions.

## **SECTION 39: ASPHALT CONCRETE**

Issue Date: November 18, 2005

The fifth paragraph of Section 39-2.01, "Asphalts," of the Standard Specifications is amended to read:

- Paving asphalt to be used as a binder for pavement reinforcing fabric shall be a steam-refined paving asphalt conforming to the provisions in Section 92, "Asphalts," and shall be Grade PG 70-10.

## **SECTION 42: GROOVE AND GRIND PAVEMENT**

Issue Date: December 31, 2001

The last sentence of the first subparagraph of the third paragraph in Section 42-2.02, "Construction," of the Standard Specifications is amended to read:

- After grinding has been completed, the pavement shall conform to the straightedge and profile requirements specified in Section 40-1.10, "Final Finishing."

## **SECTION 49: PILING**

Issue Date: November 2, 2004

The first paragraph in Section 49-1.03, "Determination of Length," of the Standard Specifications is amended to read:

- Foundation piles of any material shall be of such length as is required to obtain the specified penetration, and to extend into the cap or footing block as shown on the plans, or specified in the special provisions.

The fourth paragraph in Section 49-1.03, "Determination of Length," of the Standard Specifications is amended to read:

- Modification to the specified installation methods and specified pile tip elevation will not be considered at locations where tension or lateral load demands control design pile tip elevations or when the plans state that specified pile tip elevation shall not be revised.

The sixth and seventh paragraphs in Section 49-1.03, "Determination of Length," of the Standard Specifications are amended to read:

- Indicator compression pile load testing shall conform to the requirements in ASTM Designation: D 1143. The pile shall sustain the first compression test load applied which is equal to the nominal resistance in compression, as shown on the plans, with no more than 13 mm total vertical movement at the top of the pile measured relative to the top of the pile prior to the start of compression load testing.
- Indicator tension pile load testing shall conform to the requirements in ASTM Designation: D 3689. The loading apparatus described as "Load Applied to Pile by Hydraulic Jack(s) Acting at One End of Test Beam(s) Anchored to the Pile" shall not be used. The pile shall sustain the first tension test load applied which is equal to the nominal resistance in tension, as shown on the plans, with no more than 13 mm total vertical movement at the top of the pile measured relative to the top of the pile prior to the start of tension load testing.

The ninth paragraph in Section 49-1.03, "Determination of Length," of the Standard Specifications is amended to read:

- For driven piling, the Contractor shall furnish piling of sufficient length to obtain the specified tip elevation shown on the plans or specified in the special provisions. For cast-in-drilled-hole concrete piling, the Contractor shall construct piling of such length to develop the nominal resistance in compression and to obtain the specified tip elevation shown on the plans or specified in the special provisions.

The tenth paragraph in Section 49-1.03, "Determination of Length," of the Standard Specifications is deleted.

The fourth paragraph in Section 49-1.04, "Load Test Piles," of the Standard Specifications is amended to read:

- Load test piles and anchor piles which are not to be incorporated in the completed structure shall be removed in conformance with the provisions in Section 15-4.02, "Removal Methods," and the remaining holes shall be backfilled with earth or other suitable material approved by the Engineer.

The fifth paragraph in Section 49-1.04, "Load Test Piles," of the Standard Specifications is amended to read:

- Load test anchorages in piles used as anchor piles shall conform to the following requirements:
  - A. High strength threaded steel rods shall conform to the provisions for bars in Section 50-1.05, "Prestressing Steel," except Type II bars shall be used.
  - B. High strength steel plates shall conform to the requirements in ASTM Designation: A 709/A 709M, Grade 345.
  - C. Anchor nuts shall conform to the provisions in the second paragraph in Section 50-1.06, "Anchorages and Distribution."

The first paragraph in Section 49-1.05, "Driving Equipment," of the Standard Specifications is amended to read:

- Driven piles shall be installed with impact hammers that are approved in writing by the Engineer. Impact hammers shall be steam, hydraulic, air or diesel hammers. Impact hammers shall develop sufficient energy to drive the piles at a penetration rate of not less than 3 mm per blow at the specified nominal resistance.

The seventh paragraph in Section 49-1.05, "Driving Equipment," of the Standard Specifications is amended to read:

- When necessary to obtain the specified penetration and when authorized by the Engineer, the Contractor may supply and operate one or more water jets and pumps, or furnish the necessary drilling apparatus and drill holes not greater than the least dimension of the pile to the proper depth and drive the piles therein. Jets shall not be used at locations where the stability of embankments or other improvements would be endangered. In addition, for steel piles, steel shells, or steel casings, when necessary to obtain the specified penetration or to prevent damage to the pile during installation, the Contractor shall provide special driving tips or heavier pile sections or take other measures as approved by the Engineer.

- The use of followers or underwater hammers for driving piles will be permitted if authorized in writing by the Engineer. When a follower or underwater hammer is used, its efficiency shall be verified by furnishing the first pile in each bent or footing sufficiently long and driving the pile without the use of a follower or underwater hammer.

The second paragraph in Section 49-1.07, "Driving," of the Standard Specifications is amended to read:

- Timber piles shall be fresh-headed and square and when permitted by the Engineer, the heads of the piles may be protected by means of heavy steel or wrought iron rings. During driving operations timber piling shall be restrained from lateral movement at intervals not to exceed 6 m over the length between the driving head and the ground surface. During driving operations, the timber pile shall be kept moving by continuous operation of the hammer. When the blow count exceeds either 2 times the blow count required in 300 mm, or 3 times the blow count required in 75 mm for the nominal resistance as shown on the plans, computed in conformance with the provisions in Section 49-1.08, "Pile Driving Acceptance Criteria," additional aids shall be used to obtain the specified penetration. These aids may include the use of water jets or drilling, where permitted, or the use of a larger hammer employing a heavy ram striking with a low velocity.

Section 49-1.08, "Bearing Value and Penetration," of the Standard Specifications is amended to read:

#### **49-1.08 PILE DRIVING ACCEPTANCE CRITERIA**

- Except for piles to be load tested, driven piles shall be driven to a value of not less than the nominal resistance shown on the plans unless otherwise specified in the special provisions or permitted in writing by the Engineer. In addition, when a pile tip elevation is specified, driven piles shall penetrate at least to the specified tip elevation, unless otherwise permitted in writing by the Engineer. Piles to be load tested shall be driven to the specified tip elevation.

- When the pile nominal resistance is omitted from the plans or the special provisions, timber piles shall be driven to a nominal resistance of 800 kN, and steel and concrete piles shall be driven to a nominal resistance of 1250 kN.

- The nominal resistance for driven piles shall be determined from the following formula in which " $R_u$ " is the nominal resistance in kilonewtons, " $E_r$ " is the manufacturer's rating for joules of energy developed by the hammer at the observed field drop height, and "N" is the number of hammer blows in the last 300 millimeters. (maximum value to be used for N is 100):

$$R_u = (7 * (E_r)^{1/2} * \log_{10} (0.83 * N)) - 550$$

The first paragraph in Section 49-2.03, "Requirements," of the Standard Specifications is amended to read:

- When preservative treatment of timber piles is required by the plans or specified in the special provisions, the treatment shall conform to the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," and the applicable AWWA Use Category.

The first paragraph in Section 49-2.04, "Treatment of Pile Heads," of the Standard Specifications is amended to read:

- A. An application of wood preservative conforming to the provisions in Section 58-1.04, "Wood Preservative for Manual Treatment," shall first be applied to the head of the pile and a protective cap shall then be built up by applying alternate layers of loosely woven fabric and hot asphalt or tar similar to membrane waterproofing, using 3 layers of asphalt or tar and 2 layers of fabric. The fabric shall measure at least 150 mm more in each direction than the diameter of the pile and shall be turned down over the pile and the edges secured by binding with 2 turns of No. 10 galvanized wire. The fabric shall be wired in advance of the application of the final layer of asphalt or tar, which shall extend down over the wiring.
- B. The sawed surface shall be covered with 3 applications of a hot mixture of 60 percent creosote and 40 percent roofing pitch, or thoroughly brushcoated with 3 applications of hot creosote and covered with hot roofing pitch. A covering of 3.50-mm nominal thickness galvanized steel sheet shall be placed over the coating and bent down over the sides of each pile to shed water.

Section 49-3.01, "Description," of the Standard Specifications is amended by deleting the fifth paragraph.

The sixth and seventh paragraphs in Section 49-3.01, "Description," of the Standard Specifications are amended to read:

- Except for precast prestressed concrete piles in a corrosive environment, lifting anchors used in precast prestressed concrete piles shall be removed, and the holes filled in conformance with the provisions in Section 51-1.18A, "Ordinary Surface Finish."
  - Lifting anchors used in precast prestressed concrete piles in a corrosive environment shall be removed to a depth of at least 25 mm below the surface of the concrete, and the resulting hole shall be filled with epoxy adhesive before the piles are delivered to the job site. The epoxy adhesive shall conform to the provisions in Sections 95-1, "General," and 95-2.01, "Binder (Adhesive), Epoxy Resin Base (State Specification 8040-03)."

The first and second paragraphs in Section 49-4.01, "Description," of the Standard Specifications are amended to read:

- Cast-in-place concrete piles shall consist of one of the following:
  - A. Steel shells driven permanently to the required nominal resistance and penetration and filled with concrete.
  - B. Steel casings installed permanently to the required penetration and filled with concrete.
  - C. Drilled holes filled with concrete.
  - D. Rock sockets filled with concrete.
- The drilling of holes shall conform to the provisions in these specifications. Concrete filling for cast-in-place concrete piles is designated by compressive strength and shall have a minimum 28-day compressive strength of 25 MPa. At the option of the Contractor, the combined aggregate grading for the concrete shall be either the 25-mm maximum grading, the 12.5-mm maximum grading, or the 9.5-mm maximum grading. Concrete shall conform to the provisions in Section 90, "Portland Cement Concrete," and Section 51, "Concrete Structures." Reinforcement shall conform to the provisions in Section 52, "Reinforcement."

The fourth paragraph in Section 49-4.03, "Drilled Holes," of the Standard Specifications is amended to read:

- After placing reinforcement and prior to placing concrete in the drilled hole, if caving occurs or deteriorated foundation material accumulates on the bottom of the hole, the bottom of the drilled hole shall be cleaned. The Contractor shall verify that the bottom of the drilled hole is clean.

The first and second paragraphs in Section 49-4.04, "Steel Shells," of the Standard Specifications are amended to read:

- Steel shells shall be sufficiently watertight to exclude water during the placing of concrete. The shells may be cylindrical or tapered, step-tapered, or a combination of either, with cylindrical sections.

The first paragraph in Section 49-4.05, "Inspection," of the Standard Specifications is amended to read:

- After being driven and prior to placing reinforcement and concrete therein, the steel shells shall be examined for collapse or reduced diameter at any point. Any shell which is improperly driven or broken or shows partial collapse to such an extent as to materially decrease its nominal resistance will be rejected. Rejected shells shall be removed and replaced, or a new shell shall be driven adjacent to the rejected shell. Rejected shells which cannot be removed shall be filled with concrete by the Contractor at the Contractor's expense. When a new shell is driven to replace a rejected shell, the Contractor, at the Contractor's expense, shall enlarge the footing as determined necessary by the Engineer.

The third paragraph in Section 49-5.01, "Description," of the Standard Specifications is amended to read:

- Steel pipe piles shall conform to the following requirements:
  1. Steel pipe piles less than 360 mm in diameter shall conform to the requirements in ASTM Designation: A 252, Grade 2 or 3.
  2. Steel pipe piles 360 mm and greater in diameter shall conform to the requirements in ASTM Designation: A 252, Grade 3.
  3. Steel pipe piles shall be of the nominal diameter and nominal wall thickness shown on the plans or specified in the special provisions.
  4. The carbon equivalency (CE) of steel for steel pipe piles, as defined in AWS D 1.1, Section XI5.1, shall not exceed 0.45.
  5. The sulfur content of steel for steel pipe piles shall not exceed 0.05-percent.
  6. Seams in steel pipe piles shall be complete penetration welds.

The first paragraph in Section 49-6.01, "Measurement," of the Standard Specifications is amended to read:

- The length of timber, steel, and precast prestressed concrete piles, and of cast-in-place concrete piles consisting of driven shells filled with concrete, shall be the greater of the following:
  - A. The total length in place in the completed work, measured along the longest side, from the tip of the pile to the plane of pile cut-off.
  - B. The length measured along the longest side, from the tip elevation shown on the plans or the tip elevation ordered by the Engineer, to the plane of pile cut-off.

The third paragraph in Section 49-6.02, "Payment," of the Standard Specifications is amended to read:

- The contract price paid per meter for cast-in-drilled-hole concrete piling shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all work involved in drilling holes, disposing of material resulting from drilling holes, temporarily casing holes and removing water when necessary, furnishing and placing concrete and reinforcement, and constructing reinforced concrete extensions, complete in place, to the required penetration, as shown on the plans, as specified in these specifications and in the special provisions, and as directed by the Engineer.

The seventh paragraph in Section 49-6.02, "Payment," of the Standard Specifications is amended to read

- The contract unit price paid for drive pile shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in driving timber, concrete and steel piles, driving steel shells for cast-in-place concrete piles, placing filling materials for cast-in-place concrete piles and cutting off piles, all complete in place to the required nominal resistance and penetration as shown on the plans and as specified in these specifications and the special provisions, and as directed by the Engineer.

The ninth paragraph in Section 49-6.02, "Payment," of the Standard Specifications is amended to read:

- Full compensation for all jetting, drilling, providing special driving tips or heavier sections for steel piles or shells, or other work necessary to obtain the specified penetration and nominal resistance of the piles, for predrilling holes through

embankment and filling the space remaining around the pile with sand or pea gravel, for disposing of material resulting from jetting, drilling or predrilling holes, and for all excavation and backfill involved in constructing concrete extensions as shown on the plans, and as specified in these specifications and the special provisions, and as directed by the Engineer shall be considered as included in the contract unit price paid for drive pile or in the contract price paid per meter for cast-in-drilled-hole concrete piling, and no additional compensation will be allowed therefor.

Section 49-6.02, "Payment," of the Standard Specifications is amended by adding the following paragraphs:

- Full compensation for furnishing and placing additional testing reinforcement, for load test anchorages, and for cutting off test piles, shall be considered as included in the contract price paid for piling of the type or class shown in the Engineer's Estimate, and no additional compensation will be allowed.
- No additional compensation or extension of time will be made for additional foundation investigation, installation and testing of indicator piling, cutting off piling and restoring the foundation investigation and indicator pile sites, and review of request by the Engineer.

### **SECTION 50: PRESTRESSING CONCRETE**

Issue Date: November 18, 2002

Section 50-1.02, "Drawings," of the Standard Specifications is amended by adding the following paragraph after the second paragraph:

- Each working drawing submittal shall consist of plans for a single bridge or portion thereof. For multi-frame bridges, each frame shall require a separate working drawing submittal.

Section 50-1.05, "Prestressing Steel," of the Standard Specifications is amended to read:

- Prestressing steel shall be high-tensile wire conforming to the requirements in ASTM Designation: A 421, including Supplement I; high-tensile seven-wire strand conforming to the requirements in ASTM Designation: A 416; or uncoated high-strength steel bars conforming to the requirements in ASTM Designation: A 722, including all supplementary requirements. The maximum mass requirement of ASTM Designation: A 722 will not apply.
  - In addition to the requirements of ASTM Designation: A 722, for deformed bars, the reduction of area shall be determined from a bar from which the deformations have been removed. The bar shall be machined no more than necessary to remove the deformations over a length of 300 mm, and reduction will be based on the area of the machined portion.
    - In addition to the requirements specified herein, epoxy-coated seven-wire prestressing steel strand shall be grit impregnated and filled in conformance with the requirements in ASTM Designation: A 882/A 882M, including Supplement I, and the following:
      - A. The coating material shall be on the Department's list of approved coating materials for epoxy-coated strand, available from the Transportation Laboratory.
      - B. The film thickness of the coating after curing shall be 381  $\mu\text{m}$  to 1143  $\mu\text{m}$ .
      - C. Prior to coating the strand, the Contractor shall furnish to the Transportation Laboratory a representative 230-g sample from each batch of epoxy coating material to be used. Each sample shall be packaged in an airtight container identified with the manufacturer's name and batch number.
      - D. Prior to use of the epoxy-coated strand in the work, written certifications referenced in ASTM Designation: A 882/A 882M, including a representative load-elongation curve for each size and grade of strand to be used and a copy of the quality control tests performed by the manufacturer, shall be furnished to the Engineer.
      - E. In addition to the requirements in Section 50-1.10, "Samples for Testing," four 1.5-m long samples of coated strand and one 1.5-m long sample of uncoated strand of each size and reel shall be furnished to the Engineer for testing. These samples, as selected by the Engineer, shall be representative of the material to be used in the work.
      - F. Epoxy-coated strand shall be cut using an abrasive saw.
      - G. All visible damage to coatings caused by shipping and handling, or during installation, including cut ends, shall be repaired in conformance with the requirements in ASTM Designation: A 882/A 882M. The patching material shall be furnished by the manufacturer of the epoxy powder and shall be applied in conformance with the manufacturer's written recommendations. The patching material shall be compatible with the original epoxy coating material and shall be inert in concrete.

- All bars in any individual member shall be of the same grade, unless otherwise permitted by the Engineer.
- When bars are to be extended by the use of couplers, the assembled units shall have a tensile strength of not less than the manufacturer's minimum guaranteed ultimate tensile strength of the bars. Failure of any one sample to meet this requirement will be cause for rejection of the heat of bars and lot of couplers. The location of couplers in the member shall be subject to approval by the Engineer.
  - Wires shall be straightened if necessary to produce equal stress in all wires or wire groups or parallel lay cables that are to be stressed simultaneously or when necessary to ensure proper positioning in the ducts.
  - Where wires are to be button-headed, the buttons shall be cold formed symmetrically about the axes of the wires. The buttons shall develop the minimum guaranteed ultimate tensile strength of the wire. No cold forming process shall be used that causes indentations in the wire. Buttonheads shall not contain wide open splits, more than 2 splits per head, or splits not parallel with the axis of the wire.
  - Prestressing steel shall be protected against physical damage and rust or other results of corrosion at all times from manufacture to grouting or encasing in concrete. Prestressing steel that has sustained physical damage at any time shall be rejected. The development of visible rust or other results of corrosion shall be cause for rejection, when ordered by the Engineer.
  - Epoxy-coated prestressing steel strand shall be covered with an opaque polyethylene sheeting or other suitable protective material to protect the strand from exposure to sunlight, salt spray, and weather. For stacked coils, the protective covering shall be draped around the perimeter of the stack. The covering shall be adequately secured; however, it should allow for air circulation around the strand to prevent condensation under the covering. Epoxy-coated strand shall not be stored within 300 m of ocean or tidal water for more than 2 months.
  - Prestressing steel shall be packaged in containers or shipping forms for the protection of the steel against physical damage and corrosion during shipping and storage. Except for epoxy-coated strand, a corrosion inhibitor which prevents rust or other results of corrosion, shall be placed in the package or form, or shall be incorporated in a corrosion inhibitor carrier type packaging material, or when permitted by the Engineer, may be applied directly to the steel. The corrosion inhibitor shall have no deleterious effect on the steel or concrete or bond strength of steel to concrete. Packaging or forms damaged from any cause shall be immediately replaced or restored to original condition.
  - The shipping package or form shall be clearly marked with a statement that the package contains high-strength prestressing steel, and the type of corrosion inhibitor used, including the date packaged.
  - Prestressing steel for post-tensioning which is installed in members prior to placing and curing of the concrete, and which is not epoxy-coated, shall be continuously protected against rust or other results of corrosion, until grouted, by means of a corrosion inhibitor placed in the ducts or applied to the steel in the duct. The corrosion inhibitor shall conform to the provisions specified herein.
    - When steam curing is used, prestressing steel for post-tensioning shall not be installed until the steam curing is completed.
    - Water used for flushing ducts shall contain either quick lime (calcium oxide) or slaked lime (calcium hydroxide) in the amount of 0.01-kg/L. Compressed air used to blow out ducts shall be oil free.
    - When prestressing steel for post-tensioning is installed in the ducts after completion of concrete curing, and if stressing and grouting are completed within 10 days after the installation of the prestressing steel, rust which may form during those 10 days will not be cause for rejection of the steel. Prestressing steel installed, tensioned, and grouted in this manner, all within 10 days, will not require the use of a corrosion inhibitor in the duct following installation of the prestressing steel. Prestressing steel installed as above but not grouted within 10 days shall be subject to all the requirements in this section pertaining to corrosion protection and rejection because of rust. The requirements in this section pertaining to tensioning and grouting within 10 days shall not apply to epoxy-coated prestressing steel strand.
    - Any time prestressing steel for pretensioning is placed in the stressing bed and is exposed to the elements for more than 36 hours prior to encasement in concrete, adequate measures shall be taken by the Contractor, as approved by the Engineer, to protect the steel from contamination or corrosion.
    - After final fabrication of the seven-wire prestressing steel strand, no electric welding of any form shall be performed on the prestressing steel. Whenever electric welding is performed on or near members containing prestressing steel, the welding ground shall be attached directly to the steel being welded.
    - Pretensioned prestressing steel shall be cut off flush with the end of the member. For epoxy-coated prestressing steel, only abrasive saws shall be used to cut the steel. The exposed ends of the prestressing steel and a 25-mm strip of adjoining concrete shall be cleaned and painted. Cleaning shall be by wire brushing or abrasive blast cleaning to remove all dirt and residue on the metal or concrete surfaces. Immediately after cleaning, the surfaces shall be covered with one application of unthinned zinc-rich primer (organic vehicle type) conforming to the provisions in Section 91, "Paint," except that 2 applications shall be applied to surfaces which will not be covered by concrete or mortar. Aerosol cans shall not be used. The paint shall be thoroughly mixed at the time of application and shall be worked into any voids in the prestressing tendons.

The thirteenth paragraph in Section 50-1.08, "Prestressing," of the Standard Specifications is amended to read:

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- Prestressing steel in pretensioned members shall not be cut or released until the concrete in the member has attained a compressive strength of not less than the value shown on the plans or 28 MPa, whichever is greater. In addition to these concrete strength requirements, when epoxy-coated prestressing steel strand is used, the steel shall not be cut or released until the temperature of the concrete surrounding the strand is less than 65°C, and falling.

The fifth paragraph in Section 50-1.10, "Samples for Testing," of the Standard Specifications is amended to read:

- The following samples of materials and tendons, selected by the Engineer from the prestressing steel at the plant or jobsite, shall be furnished by the Contractor to the Engineer well in advance of anticipated use:
  - A. For wire or bars, one 2-m long sample and for strand, one 1.5-m long sample, of each size shall be furnished for each heat or reel.
  - B. For epoxy-coated strand, one 1.5-m long sample of uncoated strand of each size shall be furnished for each reel.
  - C. If the prestressing tendon is a bar, one 2-m long sample shall be furnished and in addition, if couplers are to be used with the bar, two 1.25-m long samples of bar, equipped with one coupler and fabricated to fit the coupler, shall be furnished.

The second paragraph in Section 50-1.11, "Payment," of the Standard Specifications is amended to read:

- The contract lump sum prices paid for prestressing cast-in-place concrete of the types listed in the Engineer's Estimate shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all work involved in furnishing, placing, and tensioning the prestressing steel in cast-in-place concrete structures, complete in place, as shown on the plans, as specified in these specifications and the special provisions, and as directed by the Engineer.

## **SECTION 51: CONCRETE STRUCTURES**

Issue Date: January 28, 2005

The eleventh paragraph in Section 51-1.05, "Forms," of the Standard Specifications is amended to read:

- Form panels for exposed surfaces shall be furnished and placed in uniform widths of not less than 0.9-m and in uniform lengths of not less than 1.8 m, except at the end of continuously formed surfaces where the final panel length required is less than 1.8 m. Where the width of the member formed is less than 0.9-m, the width of the panels shall be not less than the width of the member. Panels shall be arranged in symmetrical patterns conforming to the general lines of the structure. Except when otherwise provided herein or shown on the plans, panels for vertical surfaces shall be placed with the long dimension horizontal and with horizontal joints level and continuous. Form panels for curved surfaces of columns shall be continuous for a minimum of one quarter of the circumference, or 1.8 m. For walls with sloping footings which do not abut other walls, panels may be placed with the long dimension parallel to the footing. Form panels on each side of the panel joint shall be precisely aligned, by means of supports or fasteners common to both panels, to result in a continuous unbroken concrete plane surface. When prefabricated soffit panels are used, form filler panels joining prefabricated panels shall have a uniform minimum width of 0.3-m and shall produce a smooth uniform surface with consistent longitudinal joint lines between the prefabricated panels.

The first and second paragraph in Section 51-1.06A, "Falsework Design and Drawings," of the Standard Specifications are amended to read:

- The Contractor shall submit to the Engineer working drawings and design calculations for falsework proposed for use at bridges. For bridges where the height of any portion of the falsework, as measured from the ground line to the soffit of the superstructure, exceeds 4.25 m; or where any individual falsework clear span length exceeds 4.85 m; or where provision for vehicular, pedestrian, or railroad traffic through the falsework is made; the drawings shall be signed by an engineer who is registered as a Civil Engineer in the State of California. Six sets of the working drawings and 2 copies of the design calculations shall be furnished. Additional working drawings and design calculations shall be submitted to the Engineer when specified in "Railroad Relations and Insurance" of the special provisions.

- The falsework drawings shall include details of the falsework erection and removal operations showing the methods and sequences of erection and removal and the equipment to be used. The details of the falsework erection and removal operations shall demonstrate the stability of all or any portions of the falsework during all stages of the erection and removal operations.

The seventh paragraph in Section 51-1.06A, "Falsework Design and Drawings," of the Standard Specifications is amended to read:

- In the event that several falsework plans are submitted simultaneously, or an additional plan is submitted for review before the review of a previously submitted plan has been completed, the Contractor shall designate the sequence in which the plans are to be reviewed. In such event, the time to be provided for the review of any plan in the sequence shall be not less than the review time specified above for that plan, plus 2 weeks for each plan of higher priority which is still under review. A falsework plan submittal shall consist of plans for a single bridge or portion thereof. For multi-frame bridges, each frame shall require a separate falsework plan submittal.

Section 51-1.06A, "Falsework Design and Drawings," of the Standard Specifications is amended by adding the following paragraphs:

- If structural composite lumber is proposed for use, the falsework drawings shall clearly identify the structural composite lumber members by grade (E value), species, and type. The Contractor shall provide technical data from the manufacturer showing the tabulated working stress values of the composite lumber. The Contractor shall furnish a certificate of compliance as specified in Section 6-1.07, "Certificates of Compliance," for each delivery of structural composite lumber to the project site.

- For falsework piles with a calculated loading capacity greater than 900 kN, the falsework piles shall be designed by an engineer who is registered as either a Civil Engineer or a Geotechnical Engineer in the State of California, and the calculations shall be submitted to the Engineer.

The first paragraph in Section 51-1.06A(1), "Design Loads," of the Standard Specifications is amended to read:

- The design load for falsework shall consist of the sum of dead and live vertical loads, and an assumed horizontal load. The minimum total design load for any falsework, including members that support walkways, shall be not less than 4800 N/m<sup>2</sup> for the combined live and dead load regardless of slab thickness.

The eighth paragraph in Section 51-1.06A(1), "Design Loads," of the Standard Specifications is amended to read:

- In addition to the minimum requirements specified in this Section 51-1.06A, falsework for box girder structures with internal falsework bracing systems using flexible members capable of withstanding tensile forces only, shall be designed to include the vertical effects caused by the elongation of the flexible member and the design horizontal load combined with the dead and live loads imposed by concrete placement for the girder stems and connected bottom slabs. Falsework comprised of individual steel towers with bracing systems using flexible members capable of withstanding tensile forces only to resist overturning, shall be exempt from these additional requirements.

The third paragraph in Section 51-1.06B, "Falsework Construction," of the Standard Specifications is amended to read:

- When falsework is supported on piles, the piles shall be driven and the actual nominal resistance assessed in conformance with the provisions in Section 49, "Piling."

Section 51-1.06B, "Falsework Construction," of the Standard Specifications is amended by adding the following paragraphs:

- For falsework piles with a calculated nominal resistance greater than 1800 kN, the Contractor shall conduct dynamic monitoring of pile driving and generate field acceptance criteria based on a wave equation analysis. These analyses shall be signed by an engineer who is registered as a Civil Engineer in the State of California and submitted to the Engineer prior to completion of falsework erection.

- Prior to the placement of falsework members above the stringers, the final bracing system for the falsework shall be installed.

Section 51-1.06C, "Removing Falsework," of the Standard Specifications is amended by adding the following paragraph:

- The falsework removal operation shall be conducted in such a manner that any portion of the falsework not yet removed remains in a stable condition at all times.

The sixth paragraph in Section 51-1.09, "Placing Concrete," of the Standard Specifications is amended to read:

- Vibrators used to consolidate concrete containing epoxy-coated bar reinforcement or epoxy-coated prestressing steel shall have a resilient covering to prevent damage to the epoxy-coating on the reinforcement or prestressing steel.

The third sentence of the fourth paragraph in Section 51-1.12D, "Sheet Packing, Preformed Pads and Board Fillers," of the Standard Specifications is amended to read:

Surfaces of expanded polystyrene against which concrete is placed shall be faced with hardboard.

Section 51-1.12F, "Sealed Joints," of the Standard Specifications is amended by adding the following paragraph:

- The opening of the joints at the time of placing shall be that shown on the plans adjusted for temperature. Care shall be taken to avoid impairment of the clearance in any manner.

The first paragraph in Section 51-1.12F, "Sealed Joints," of the Standard Specifications is amended to read:

- Where shown on the plans, joints in structures shall be sealed with joint seals, joint seal assemblies, or seismic joints in conformance with the details shown on the plans, the provisions in these specifications, and the special provisions.

The fourth paragraph in Section 51-1.12F, "Sealed Joints," of the Standard Specifications is amended to read:

- Joint seal assemblies and seismic joints shall consist of metal or metal and elastomeric assemblies which are anchored or cast into a recess in the concrete over the joint. Strip seal joint seal assemblies consist of only one joint cell. Modular unit joint seal assemblies consist of more than one joint cell.

The fifth paragraph in Section 51-1.12F, "Sealed Joints," of the Standard Specifications is amended to read:

- The Movement Rating (MR) shall be measured normal to the longitudinal axis of the joint. The type of seal to be used for the MR shown on the plans shall be as follows:

Movement Rating (MR)	Seal Type
MR ≤ 15 mm	Type A or Type B
15 mm < MR ≤ 30 mm	Type A (silicone only) or Type B
30 mm < MR ≤ 50 mm	Type B
50 mm < MR ≤ 100 mm	Joint Seal Assembly (Strip Seal)
MR > 100 mm	Joint Seal Assembly (Modular Unit) or Seismic Joint

The second paragraph in Section 51-1.12F(3)(b), "Type B Seal," of the Standard Specifications is amended to read:

- The preformed elastomeric joint seal shall conform to the requirements in ASTM Designation: D 2628 and the following:
  - A. The seal shall consist of a multi-channel, nonporous, homogeneous material furnished in a finished extruded form.
  - B. The minimum depth of the seal, measured at the contact surface, shall be at least 95 percent of the minimum uncompressed width of the seal as designated by the manufacturer.
  - C. When tested in conformance with the requirements in California Test 673 for Type B seals, joint seals shall provide a Movement Rating (MR) of not less than that shown on the plans.
  - D. The top and bottom edges of the joint seal shall maintain continuous contact with the sides of the groove over the entire range of joint movement.
  - E. The seal shall be furnished full length for each joint with no more than one shop splice in any 18-m length of seal.
  - F. The Contractor shall demonstrate the adequacy of the procedures to be used in the work before installing seals in the joints.
  - G. Shop splices and field splices shall have no visible offset of exterior surfaces, and shall show no evidence of bond failure.
  - H. At all open ends of the seal that would admit water or debris, each cell shall be filled to a depth of 80 mm with commercial quality open cell polyurethane foam, or closed by other means subject to approval by the Engineer.

Section 51-1.12F(3)(c), "Joint Seal Assemblies," of the Standard Specifications is amended to read:

**(c) Joint Seal Assemblies and Seismic Joints**

- Joint seal assemblies and seismic joints shall be furnished and installed in joints in bridge decks as shown on the plans and as specified in the special provisions.

The eighth paragraph in Section 51-1.12H(1), "Plain and Fabric Reinforced Elastomeric Bearing Pads," of the Standard Specifications is amended to read:

- The elastomer, as determined from test specimens, shall conform to the following:

Test	ASTM Designation	Requirement
Tensile strength, MPa	D 412	15.5 Min.
Elongation at break, percent	D 412	350 Min.
Compression set, 22 h at 70°C, percent	D 395 (Method B)	25 Max.
Tear strength, kN/m	D 624 (Die C)	31.5 Min.
Hardness (Type A)	D 2240 with 2 kg. mass	55 ±5
Ozone resistance 20% strain, 100 h at 40°C ±2°C	D 1149 (except 100 ±20 parts per 100 000 000)	No cracks
Instantaneous thermal stiffening at -40°C	D 1043	Shall not exceed 4 times the stiffness measured at 23°C
Low temperature brittleness at -40°C	D 746 (Procedure B)	Pass

The table in the ninth paragraph of Section 51-1.12H(1), "Plain and Fabric Reinforced Elastomeric Bearing Pads," of the Standard Specifications is amended to read:

Tensile strength, percent	-15
Elongation at break, percent	-40; but not less than 300% total elongation of the material
Hardness, points	+10

The first paragraph in Section 51-1.12H(2), "Steel Reinforced Elastomeric Bearings," of the Standard Specifications is amended to read:

- Steel reinforced elastomeric bearings shall conform to the requirements for steel-laminated elastomeric bearings in ASTM Designation: D 4014 and the following:
  - A. The bearings shall consist of alternating steel laminates and internal elastomer laminates with top and bottom elastomer covers. Steel laminates shall have a nominal thickness of 1.9 mm (14 gage). Internal elastomer laminates shall have a thickness of 12 mm, and top and bottom elastomer covers shall each have a thickness of 6 mm. The combined thickness of internal elastomer laminates and top and bottom elastomer covers shall be equal to the bearing pad thickness shown on the plans. The elastomer cover to the steel laminates at the sides of the bearing shall be 3 mm. If guide pins or other devices are used to control the side cover over the steel laminates, any exposed portions of the steel laminates shall be sealed by vulcanized patching. The length, width, or diameter of the bearings shall be as shown on the plans.
  - B. The total thickness of the bearings shall be equal to the thickness of elastomer laminates and covers plus the thickness of the steel laminates.
  - C. Elastomer for steel reinforced elastomeric bearings shall conform to the provisions for elastomer in Section 51-1.12H(1), "Plain and Fabric Reinforced Elastomeric Bearing Pads."
  - D. A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," shall be furnished to the Engineer certifying that the bearings to be furnished conform to all of the above provisions. The Certificate of Compliance shall be supported by a certified copy of the results of tests performed by the manufacturer on the bearings.

- E. One sample bearing shall be furnished to the Engineer from each lot of bearings to be furnished for the contract. Samples shall be available at least 3 weeks in advance of intended use. The sample bearing shall be one of the following:

Bearing Pad Thickness as Shown on the Plans	Sample Bearing
≤ 50 mm	Smallest complete bearing shown on the plans
> 50 mm	* 57 ± 3 mm thick sample not less than 200 mm x 305 mm in plan and cut by the manufacturer from the center of one of the thickest complete bearings

\* The sample bearing plus remnant parts of the complete bearing shall be furnished to the Engineer.

- F. A test specimen taken from the sample furnished to the Engineer will be tested in conformance with the requirements in California Test 663. Specimens tested shall show no indication of loss of bond between the elastomer and steel laminates.

The fourth paragraph in Section 51-1.14, "Waterstops," of the Standard Specifications is amended to read:

- Neoprene shall be manufactured from a vulcanized elastomeric compound containing neoprene as the sole elastomer and shall conform to the following:

Test	ASTM Designation	Requirement
Tensile strength, MPa	D 412	13.8 Min.
Elongation at break, percent	D 412	300 Min.
Compression set, 22 h at 70°C, percent	D 395 (Method B)	30 Max.
Tear strength, kN/m	D 624 (Die C)	26.3 Min.
Hardness (Type A)	D 2240	55±5
Ozone resistance 20% strain, 100 h at 38°C ±1°C	D 1149 (except 100±20 parts per 100 000 000)	No cracks
Low temperature brittleness at -40°C	D 746 (Procedure B)	Pass
Flame resistance	C 542	Must not propagate flame
Oil Swell, ASTM Oil #3, 70 h at 100°C, volume change, percent	D 471	80 Max.
Water absorption, immersed 7 days at 70°C, change in mass, percent	D 471	15 Max.

The first sentence of the fourth paragraph in Section 51-1.17, "Finish Bridge Decks," of the Standard Specifications is amended to read:

- The smoothness of completed roadway surfaces of structures, approach slabs and the adjacent 15 m of approach pavement, and the top surfaces of concrete decks which are to be covered with another material, will be tested by the Engineer with a bridge profilograph in conformance with the requirements in California Test 547 and the requirements herein.

Section 51-1.17, "Finishing Bridge Decks," of the Standard Specifications is amended by deleting the seventh, thirteenth and fourteenth paragraphs.

The fourteenth paragraph in Section 51-1.23, "Payment," of the Standard Specifications is amended by deleting "and injecting epoxy in cracks".

## SECTION 52: REINFORCEMENT

Issue Date: November 2, 2004

The first paragraph in Section 52-1.02A, "Bar Reinforcement," of the Standard Specifications is amended to read:

- Reinforcing bars shall be low-alloy steel deformed bars conforming to the requirements in ASTM Designation: A 706/A 706M, except that deformed or plain billet-steel bars conforming to the requirements in ASTM Designation: A 615/A 615M, Grade 280 or 420, may be used as reinforcement in the following 5 categories:

- Slope and channel paving,
- Minor structures,
- Sign and signal foundations (pile and spread footing types),
- Roadside rest facilities, and
- Concrete barrier Type 50 and Type 60 series and temporary railing.

The third paragraph in Section 52-1.04, "Inspection," of the Standard Specifications is amended to read:

- A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," shall also be furnished for each shipment of epoxy-coated bar reinforcement or wire reinforcement certifying that the coated reinforcement conforms to the requirements in ASTM Designation: A 775/A 775M or A 884/A 884M respectively, and the provisions in Section 52-1.02B, "Epoxy-coated Reinforcement." The Certificate of Compliance shall include all of the certifications specified in ASTM Designation: A 775/A 775M or A 884/A 884M respectively.

Section 52-1.07 "Placing," of the Standard Specifications is amended by deleting item C of the third paragraph.

The eleventh paragraph in Section 52-1.07, "Placing," of the Standard Specifications is amended to read:

- Attention is directed to the provisions in Section 7-1.09, "Public Safety." Whenever a portion of an assemblage of bar reinforcing steel that is not encased in concrete exceeds 6 m in height, the Contractor shall submit to the Engineer for approval, in accordance with the provisions in Section 5-1.02, "Plans and Working Drawings," working drawings and design calculations for the temporary support system to be used. The working drawings and design calculations shall be signed by an engineer who is registered as a Civil Engineer in the State of California. The temporary support system shall be designed to resist all expected loads and shall be adequate to prevent collapse or overturning of the assemblage. If the installation of forms or other work requires revisions to or temporary release of any portion of the temporary support system, the working drawings shall show the support system to be used during each phase of construction. The minimum horizontal wind load to be applied to the bar reinforcing steel assemblage, or to a combined assemblage of reinforcing steel and forms, shall be the sum of the products of the wind impact area and the applicable wind pressure value for each height zone. The wind impact area is the total projected area of the cage normal to the direction of the applied wind. Wind pressure values shall be determined from the following table:

Height Zone (Meters above ground)	Wind Pressure Value (Pa)
0-9.0	960
9.1-15.0	1200
15.1-30.0	1440
Over 30	1675

Section 52-1.08 "Splicing," of the Standard Specifications is amended to read:

### 52-1.08 SPLICING

- Splices of reinforcing bars shall consist of lap splices, service splices, or ultimate butt splices.
- Splicing of reinforcing bars will not be permitted at a location designated on the plans as a "No-Splice Zone." At the option of the Contractor, reinforcing bars may be continuous at locations where splices are shown on the plans. The location of splices, except where shown on the plans, shall be determined by the Contractor using available commercial lengths where practicable.
- Unless otherwise shown on the plans, splices in adjacent reinforcing bars at any particular section shall be staggered. The minimum distance between staggered lap splices or mechanical lap splices shall be the same as the length required for a

lap splice in the largest bar. The minimum distance between staggered butt splices shall be 600 mm, measured between the midpoints of the splices along a line which is centered between the axes of the adjacent bars.

**52-1.08A Lap Splicing Requirements**

- Splices made by lapping shall consist of placing reinforcing bars in contact and wiring them together, maintaining the alignment of the bars and the minimum clearances. Should the Contractor elect to use a butt welded or mechanical splice at a location not designated on the plans as requiring a service or ultimate butt splice, this splice shall conform to the testing requirements for service splice.
- Reinforcing bars shall not be spliced by lapping at locations where the concrete section is not sufficient to provide a minimum clear distance of 50 mm between the splice and the nearest adjacent bar. The clearance to the surface of the concrete specified in Section 52-1.07, "Placing," shall not be reduced.
  - Reinforcing bars Nos. 43 and 57 shall not be spliced by lapping.
  - Where ASTM Designations: A 615/A 615M, Grade 420 or A 706/A 706M reinforcing bars are required, the length of lap splices shall be as follows: Reinforcing bars No. 25 or smaller shall be lapped at least 45 diameters of the smaller bar joined; and reinforcing bars Nos. 29, 32, and 36 shall be lapped at least 60 diameters of the smaller bar joined, except when otherwise shown on the plans.
  - Where ASTM Designation: A 615/A 615M, Grade 280 reinforcing bars are permitted, the length of lap splices shall be as follows: Reinforcing bars No. 25 or smaller shall be lapped at least 30 diameters of the smaller bar joined; and reinforcing bars Nos. 29, 32, and 36 shall be lapped at least 45 diameters of the smaller bar joined, except when otherwise shown on the plans.
- Splices in bundled bars shall conform to the following:
  - A. In bundles of 2 bars, the length of the lap splice shall be the same as the length of a single bar lap splice.
  - B. In bundles of 3 bars, the length of the lap splice shall be 1.2 times the length of a single bar lap splice.
- Welded wire fabric shall be lapped such that the overlap between the outermost cross wires is not less than the larger of:
  - A. 150 mm,
  - B. The spacing of the cross wires plus 50 mm, or
  - C. The numerical value of the longitudinal wire size (MW-Size Number) times 370 divided by the spacing of the longitudinal wires in millimeters.

**52-1.08B Service Splicing and Ultimate Butt Splicing Requirements**

- Service splices and ultimate butt splices shall be either butt welded or mechanical splices, shall be used at the locations shown on the plans, and shall conform to the requirements of these specifications and the special provisions.

**52-1.08B(1) Mechanical Splices**

- Mechanical splices to be used in the work shall be on the Department's current prequalified list before use. The prequalified list can be obtained from the Department's internet site listed in the special provisions or by contacting the Transportation Laboratory directly.
- When tested in conformance with the requirements in California Test 670, the total slip shall not exceed the values listed in the following table:

Reinforcing Bar Number	Total Slip (µm)
13	250
16	250
19	250
22	350
25	350
29	350
32	450
36	450
43	600
57	750

- Slip requirements shall not apply to mechanical lap splices, splices that are welded, or splices that are used on hoops.
- Splicing procedures shall be in conformance with the manufacturer's recommendations, except as modified in this section. Splices shall be made using the manufacturer's standard equipment, jigs, clamps, and other required accessories.
- Splice devices shall have a clear coverage of not less than 40 mm measured from the surface of the concrete to the outside of the splice device. Stirrups, ties, and other reinforcement shall be adjusted or relocated, and additional reinforcement shall be placed, if necessary, to provide the specified clear coverage to reinforcement.
- The Contractor shall furnish the following information for each shipment of splice material in conformance with the provisions in Section 6-1.07, "Certificates of Compliance:"
  - A. The type or series identification of the splice material including tracking information for traceability.
  - B. The bar grade and size number to be spliced.
  - C. A copy of the manufacturer's product literature giving complete data on the splice material and installation procedures.
  - D. A statement that the splicing systems and materials used in conformance with the manufacturer's installation procedures will develop the required tensile strengths, based on the nominal bar area, and will conform to the total slip requirements and the other requirements in these specifications.
  - E. A statement that the splice material conforms to the type of mechanical splice in the Department's current prequalified list.

**52-1.08B(2) Butt Welded Splices**

- Except for resistance butt welds, butt welded splices of reinforcing bars shall be complete joint penetration butt welds conforming to the requirements in AWS D 1.4, and these specifications.
- Welders and welding procedures shall be qualified in conformance with the requirements in AWS D 1.4.
- Only the joint details and dimensions as shown in Figure 3.2, "Direct Butt Joints," of AWS D 1.4, shall be used for making complete joint penetration butt welds of bar reinforcement. Split pipe backing shall not be used.
- Butt welds shall be made with multiple weld passes using a stringer bead without an appreciable weaving motion. The maximum stringer bead width shall be 2.5 times the diameter of the electrode and slagging shall be performed between each weld pass. Weld reinforcement shall not exceed 4 mm in convexity.
- Electrodes used for welding shall meet the minimum Charpy V-notch impact requirement of 27°J at -20°C.
- For welding of bars conforming to the requirements of ASTM Designation: A 615/A 615M, Grade 280 or Grade 420, the requirements of Table 5.2, "Minimum Preheat and Interpass Temperatures," of AWS D 1.4 are superseded by the following:

The minimum preheat and interpass temperatures shall be 200°C for Grade 280 bars and 300°C for Grade 420 bars. Immediately after completing the welding, at least 150 mm of the bar on each side of the splice shall be covered by an insulated wrapping to control the rate of cooling. The insulated wrapping shall remain in place until the bar has cooled below 90°C.

- When welding different grades of reinforcing bars, the electrode shall conform to Grade 280 bar requirements and the preheat shall conform to the Grade 420 bar requirements.
- In the event that any of the specified preheat, interpass, and post weld cooling temperatures are not met, all weld and heat affected zone metal shall be removed and the splice rewelded.
- Welding shall be protected from air currents, drafts, and precipitation to prevent loss of heat or loss of arc shielding. The method of protecting the welding area from loss of heat or loss of arc shielding shall be subject to approval by the Engineer.
- Reinforcing bars shall not be direct butt spliced by thermite welding.
- Procedures to be used in making welded splices in reinforcing bars, and welders employed to make splices in reinforcing bars, shall be qualified by tests performed by the Contractor on sample splices of the type to be used, before making splices to be used in the work.

**52-1.08B(3) Resistance Butt Welds**

- Shop produced resistance butt welds shall be produced by a fabricator who is approved by the Transportation Laboratory. The list of approved fabricators can be obtained from the Department's internet site or by contacting the Transportation Laboratory directly.
- Before manufacturing hoops using resistance butt welding, the Contractor shall submit to the Engineer the manufacturer's Quality Control (QC) manual for the fabrication of hoops. As a minimum, the QC manual shall include the following:

- A. The pre-production procedures for the qualification of material and equipment.
- B. The methods and frequencies for performing QC procedures during production.
- C. The calibration procedures and calibration frequency for all equipment.
- D. The welding procedure specification (WPS) for resistance welding.
- E. The method for identifying and tracking lots.

**52-1.08C Service Splice and Ultimate Butt Splice Testing Requirements**

- The Contractor shall designate in writing a splicing Quality Control Manager (QCM). The QCM shall be responsible directly to the Contractor for 1) the quality of all service and ultimate butt splicing including the inspection of materials and workmanship performed by the Contractor and all subcontractors; and 2) submitting, receiving, and approving all correspondence, required submittals, and reports regarding service and ultimate splicing to and from the Engineer.

- The QCM shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors, who will provide other services or materials for the project. The QCM may be an employee of the Contractor.

- Testing on prequalification and production sample splices shall be performed at the Contractor's expense, at an independent qualified testing laboratory. The laboratory shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors who will provide other services or materials for the project, and shall have the following:

- A. Proper facilities, including a tensile testing machine capable of breaking the largest size of reinforcing bar to be tested with minimum lengths as shown in this section.
- B. A device for measuring the total slip of the reinforcing bars across the splice to the nearest 25  $\mu\text{m}$ , that, when placed parallel to the longitudinal axis of the bar is able to simultaneously measure movement across the splice at 2 locations 180 degrees apart.
- C. Operators who have received formal training for performing the testing requirements of ASTM Designation: A 370 and California Test 670.
- D. A record of annual calibration of testing equipment performed by an independent third party that has 1) standards that are traceable to the National Institute of Standards and Technology, and 2) a formal reporting procedure, including published test forms.

- The Contractor shall provide samples for quality assurance testing in conformance with the provisions in these specifications and the special provisions.

- Prequalification and production sample splices shall be 1) a minimum length of 1.5 meters for reinforcing bars No. 25 or smaller, and 2 meters for reinforcing bars No. 29 or larger, with the splice located at mid-point; and 2) suitably identified before shipment with weatherproof markings that do not interfere with the Engineer's tamper-proof markings or seals. Splices that show signs of tampering will be rejected.

- Shorter length sample splice bars may be furnished if approved in writing by the Engineer.

- The Contractor shall ensure that sample splices are properly secured and transported to the testing laboratory in such a manner that no alterations to the physical conditions occur during transportation. Sample splices shall be tested in the same condition as received. No modifications to the sample splices shall be made before testing.

- Each set or sample splice, as defined herein, shall be identified as representing either a prequalification or production test sample splice.

- For the purpose of production testing, a lot of either service splices or ultimate butt splices is defined as 1) 150, or fraction thereof, of the same type of mechanical splices used for each bar size and each bar deformation pattern that is used in the work, or 2) 150, or fraction thereof, of complete joint penetration butt welded splices or resistance butt welded splices for each bar size used in the work. If different diameters of hoop reinforcement are shown on the plans, separate lots shall be used for each different hoop diameter.

- Whenever a lot of splices is rejected, the rejected lot and subsequent lots of splices shall not be used in the work until 1) the QCM performs a complete review of the Contractor's quality control process for these splices, 2) a written report is submitted to the Engineer describing the cause of failure for the splices in this lot and provisions for preventing similar failures in future lots, and 3) the Engineer has provided the Contractor with written notification that the report is acceptable. The Engineer shall have 3 working days after receipt of the report to provide notification to the Contractor. In the event the Engineer fails to provide notification within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in providing notification, the Contractor will be compensated for any resulting loss, and an extension of time will be granted in the same manner as provided for in Section 8-1.09, "Right of Way Delays."

#### **52-1.08C(1) Splice Prequalification Report**

- Before using any service splices or ultimate butt splices in the work, the Contractor shall submit a Splice Prequalification Report. The report shall include splice material information, names of the operators who will be performing the splicing, and descriptions of the positions, locations, equipment, and procedures that will be used in the work.
- The Splice Prequalification Report shall also include certifications from the fabricator for prequalifications of operators and procedures based on sample tests performed no more than 2 years before submitting the report. Each operator shall be certified by performing 2 sample splices for each bar size of each splice type that the operator will be performing in the work. For deformation-dependent types of splice devices, each operator shall be certified by performing 2 additional samples for each bar size and deformation pattern that will be used in the work.
- Prequalification sample splices shall be tested by an independent qualified testing laboratory and shall conform to the appropriate production test criteria and slip requirements specified herein. When epoxy-coated reinforcement is required, resistance butt welded sample splices shall have the weld flash removed by the same procedure as will be used in the work, before coating and testing. The Splice Prequalification Report shall include the certified test results for all prequalification sample splices.
- The QCM shall review and approve the Splice Prequalification Report before submitting it to the Engineer for approval. The Contractor shall allow 2 weeks for the review and approval of a complete report before performing any service splicing or ultimate butt splicing in the work. In the event the Engineer fails to complete the review within the time allowed, and in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays."

#### **52-1.08C(2) Service Splice Test Criteria**

- Service production and quality assurance sample splices shall be tensile tested in conformance with the requirements in ASTM Designation: A 370 and California Test 670 and shall develop a minimum tensile strength of not less than 550 MPa.

#### **52-1.08C(2)(a) Production Test Requirements for Service Splices**

- Production tests shall be performed by the Contractor's independent laboratory for all service splices used in the work. A production test shall consist of testing 4 sample splices prepared for each lot of completed splices. The samples shall be prepared by the Contractor using the same splice material, position, operators, location, and equipment, and following the same procedure as used in the work.
- At least one week before testing, the Contractor shall notify the Engineer in writing of the date when and the location where the testing of the samples will be performed.
- The 4 samples from each production test shall be securely bundled together and identified with a completed sample identification card before shipment to the independent laboratory. The card will be furnished by the Engineer. Bundles of samples containing fewer than 4 samples of splices shall not be tested.
- Before performing any tensile tests on production test sample splices, one of the 4 samples shall be tested for, and shall conform to, the requirements for total slip. Should this sample not meet the total slip requirements, one retest, in which the 3 remaining samples are tested for total slip, will be allowed. Should any of the 3 remaining samples not conform to the total slip requirements, all splices in the lot represented by this production test will be rejected.
- If 3 or more sample splices from a production test conform to the provisions in this Section 52-1.08C(2), "Service Splice Test Criteria," all splices in the lot represented by this production test will be considered acceptable, provided each of the 4 samples develop a minimum tensile strength of not less than 420 MPa.
- Should only 2 sample splices from a production test conform to the provisions in this Section 52-1.08C(2), "Service Splice Test Criteria," one additional production test shall be performed on the same lot of splices. This additional production test shall consist of testing 4 sample splices that have been randomly selected by the Engineer and removed by the Contractor from the actual completed lot of splices. Should any of the 4 splices from this additional test fail to conform to these provisions, all splices in the lot represented by these production tests will be rejected.
- If only one sample splice from a production test conforms to the provisions in this Section 52-1.08C(2), "Service Splice Test Criteria," all splices in the lot represented by this production test will be rejected.
- If a production test for a lot fails, the Contractor shall repair or replace all reinforcing bars from which sample splices were removed before the Engineer selects additional splices from this lot for further testing.

#### **52-1.08C(2)(b) Quality Assurance Test Requirements for Service Splices**

- For the first production test performed, and for at least one, randomly selected by the Engineer, of every 5 subsequent production tests, or portion thereof, the Contractor shall concurrently prepare 4 additional service quality assurance sample splices. These service quality assurance sample splices shall be prepared in the same manner as specified herein for service production sample splices.

- These 4 additional quality assurance sample splices shall be shipped to the Transportation Laboratory for quality assurance testing. The 4 sample splices shall be securely bundled together and identified by location and contract number with weatherproof markings before shipment. Bundles containing fewer than 4 samples of splices will not be tested. Sample splices not accompanied by the supporting documentation required in Section 52-1.08B(1), for mechanical splices, or in Section 52-1.08B(3), for resistance butt welds, will not be tested.

- Quality assurance testing will be performed in conformance with the requirements for service production sample splices in Section 52-1.08C(2)(a), "Production Test Requirements for Service Splices."

### **52-1.08C(3) Ultimate Butt Splice Test Criteria**

- Ultimate production and quality assurance sample splices shall be tensile tested in conformance with the requirements described in ASTM Designation: A 370 and California Test 670.

- A minimum of one control bar shall be removed from the same bar as, and adjacent to, all ultimate prequalification, production, and quality assurance sample splices. Control bars shall be 1) a minimum length of one meter for reinforcing bars No. 25 or smaller and 1.5 meters for reinforcing bars No. 29 or larger, and 2) suitably identified before shipment with weatherproof markings that do not interfere with the Engineer's tamper-proof markings or seals. The portion of adjacent bar remaining in the work shall also be identified with weatherproof markings that correspond to its adjacent control bar.

- Each sample splice and its associated control bar shall be identified and marked as a set. Each set shall be identified as representing a prequalification, production, or quality assurance sample splice.

- The portion of hoop reinforcing bar, removed to obtain a sample splice and control bar, shall be replaced using a prequalified ultimate mechanical butt splice, or the hoop shall be replaced in kind.

- Reinforcing bars, other than hoops, from which sample splices are removed, shall be repaired using ultimate mechanical butt splices conforming to the provisions in Section 52-1.08C(1), "Splice Prequalification Report," or the bars shall be replaced in kind. These bars shall be repaired or replaced such that no splices are located in any "No Splice Zone" shown on the plans.

- Ultimate production and quality assurance sample splices shall rupture in the reinforcing bar either: 1) outside of the affected zone or 2) within the affected zone, provided that the sample splice has achieved at least 95 percent of the ultimate tensile strength of the control bar associated with the sample splice. In addition, necking of the bar, as defined in California Test 670, shall be evident at rupture regardless of whether the bar breaks inside or outside the affected zone.

- The affected zone is the portion of the reinforcing bar where any properties of the bar, including the physical, metallurgical, or material characteristics, have been altered by fabrication or installation of the splice.

- The ultimate tensile strength shall be determined for all control bars by tensile testing the bars to rupture, regardless of where each sample splice ruptures. If 2 control bars are tested for one sample splice, the bar with the lower ultimate tensile strength shall be considered the control bar.

### **52-1.08C(3)(a) Production Test Requirements for Ultimate Butt Splices**

- Production tests shall be performed for all ultimate butt splices used in the work. A production test shall consist of testing 4 sets of sample splices and control bars removed from each lot of completed splices, except when quality assurance tests are performed.

- After the splices in a lot have been completed, and the bars have been epoxy-coated when required, the QCM shall notify the Engineer in writing that the splices in this lot conform to the specifications and are ready for testing. Except for hoops, sample splices will be selected by the Engineer at the job site. Sample splices for hoops will be selected by the Engineer either at the job site or a fabrication facility.

- After notification has been received, the Engineer will randomly select the 4 sample splices to be removed from the lot and place tamper-proof markings or seals on them. The Contractor shall select the adjacent control bar for each sample splice bar, and the Engineer will place tamper-proof markings or seals on them. These ultimate production sample splices and control bars shall be removed by the Contractor, and tested by an independent qualified testing laboratory.

- At least one week before testing, the Contractor shall notify the Engineer in writing of the date when and the location where the testing of the samples will be performed.

- A sample splice or control bar from any set will be rejected if a tamper-proof marking or seal is disturbed before testing.

- The 4 sets from each production test shall be securely bundled together and identified with a completed sample identification card before shipment to the independent laboratory. The card will be furnished by the Engineer. Bundles of samples containing fewer than 4 sets of splices shall not be tested.

- Before performing any tensile tests on production test sample splices, one of the 4 sample splices shall be tested for, and shall conform to, the requirements for total slip. Should this sample splice not meet these requirements, one retest, in which the 3 remaining sample splices are tested for total slip, will be allowed. Should any of the 3 remaining sample splices not conform to these requirements, all splices in the lot represented by this production test will be rejected.

- If 3 or more sample splices from a production test conform to the provisions in Section 52-1.08C(3), "Ultimate Butt Splice Test Criteria," all splices in the lot represented by this production test will be considered acceptable.

- Should only 2 sample splices from a production test conform to the provisions in Section 52-1.08C(3), "Ultimate Butt Splice Test Criteria," one additional production test shall be performed on the same lot of splices. Should any of the 4 sample splices from this additional test fail to conform to these provisions, all splices in the lot represented by these production tests will be rejected.
  - If only one sample splice from a production test conforms to the provisions in Section 52-1.08C(3), "Ultimate Butt Splice Test Criteria," all splices in the lot represented by this production test will be rejected.
  - If a production test for a lot fails, the Contractor shall repair or replace all reinforcing bars from which sample splices were removed, complete in place, before the Engineer selects additional splices from this lot for further testing.
  - Production tests will not be required on repaired splices from a lot, regardless of the type of prequalified ultimate mechanical butt splice used to make the repair. However, should an additional production test be required, the Engineer may select any repaired splice for the additional production test.

**52-1.08C(3)(b) Quality Assurance Test Requirements for Ultimate Butt Splices**

- For the first production test performed, and for at least one, randomly selected by the Engineer, of every 5 subsequent production tests, or portion thereof, the Contractor shall concurrently prepare 4 additional ultimate quality assurance sample splices along with associated control bars.
  - Each time 4 additional ultimate quality assurance sample splices are prepared, 2 of these quality assurance sample splice and associated control bar sets and 2 of the production sample splice and associated control bar sets, together, shall conform to the requirements for ultimate production sample splices in Section 52-1.08C(3)(a), "Production Test Requirements for Ultimate Butt Splices."
  - The 2 remaining quality assurance sample splice and associated control bar sets, along with the 2 remaining production sample splice and associated control bar sets shall be shipped to the Transportation Laboratory for quality assurance testing. The 4 sets shall be securely bundled together and identified by location and contract number with weatherproof markings before shipment. Bundles containing fewer than 4 sets will not be tested.
  - Quality assurance testing will be performed in conformance with the requirements for ultimate production sample splices in Section 52-1.08C(3)(a), "Production Test Requirements for Ultimate Butt Splices."

**52-1.08C(3)(c) Nondestructive Splice Tests**

- When the specifications allow for welded sample splices to be taken from other than the completed lot of splices, the Contractor shall meet the following additional requirements.
  - Except for resistance butt welded splices, radiographic examinations shall be performed on 25 percent of all complete joint penetration butt welded splices from a production lot. The size of a production lot will be a maximum of 150 splices. The Engineer will select the splices which will compose the production lot and also the splices within each production lot to be radiographically examined.
    - All required radiographic examinations of complete joint penetration butt welded splices shall be performed by the Contractor in conformance with the requirements in AWS D 1.4 and these specifications.
    - Before radiographic examination, welds shall conform to the requirements in Section 4.4, "Quality of Welds," of AWS D 1.4.
    - Should more than 12 percent of the splices which have been radiographically examined in any production lot be defective, an additional 25 percent of the splices, selected by the Engineer from the same production lot, shall be radiographically examined. Should more than 12 percent of the cumulative total of splices tested from the same production lot be defective, all remaining splices in the lot shall be radiographically examined.
    - Additional radiographic examinations performed due to the identification of defective splices shall be at the Contractor's expense.
      - All defects shall be repaired in conformance with the requirements in AWS D 1.4.
      - The Contractor shall notify the Engineer in writing 48 hours before performing any radiographic examinations.
      - The radiographic procedure used shall conform to the requirements in AWS D1.1, AWS D1.4, and the following:

Two exposures shall be made for each complete joint penetration butt welded splice. For each of the 2 exposures, the radiation source shall be centered on each bar to be radiographed. The first exposure shall be made with the radiation source placed at zero degrees from the top of the weld and perpendicular to the weld root and identified with a station mark of "0." The second exposure shall be at 90 degrees to the "0" station mark and shall be identified with a station mark of "90." When obstructions prevent a 90 degree placement of the radiation source for the second exposure, and when approved in writing by the Engineer, the source may be rotated, around the centerline of the reinforcing bar, a maximum of 25 degrees.

For field produced complete joint penetration butt welds, no more than one weld shall be radiographed during one exposure. For shop produced complete joint penetration butt welds, if more than one weld is to be radiographed during one exposure, the angle between the root line of each weld and the direction to the radiation source shall be not less than 65 degrees.

Radiographs shall be made by either X-ray or gamma ray. Radiographs made by X-ray or gamma rays shall have densities of not less than 2.3 nor more than 3.5 in the area of interest. A tolerance of 0.05 in density is allowed for densitometer variations. Gamma rays shall be from the iridium 192 isotope and the emitting specimen shall not exceed 4.45 mm in the greatest diagonal dimension.

The radiographic film shall be placed perpendicular to the radiation source at all times; parallel to the root line of the weld unless source placement determines that the film must be turned; and as close to the root of the weld as possible.

The minimum source to film distance shall be maintained so as to ensure that all radiographs maintain a maximum geometric unsharpness of 0.020 at all times, regardless of the size of the reinforcing bars.

Penetrators shall be placed on the source side of the bar and perpendicular to the radiation source at all times. One penetrator shall be placed in the center of each bar to be radiographed, perpendicular to the weld root, and adjacent to the weld. Penetrator images shall not appear in the weld area.

When radiography of more than one weld is being performed per exposure, each exposure shall have a minimum of one penetrator per bar, or 3 penetrators per exposure. When 3 penetrators per exposure are used, one penetrator shall be placed on each of the 2 outermost bars of the exposure, and the remaining penetrator shall be placed on a centrally located bar.

An allowable weld buildup of 4 mm may be added to the total material thickness when determining the proper penetrator selection. No image quality indicator equivalency will be accepted. Wire penetrators or penetrator blocks shall not be used.

Penetrators shall be sufficiently shimmed using a radiographically identical material. Penetrator image densities shall be a minimum of 2.0 and a maximum of 3.6.

Radiographic film shall be Class 1, regardless of the size of reinforcing bars.

Radiographs shall be free of film artifacts and processing defects, including, but not limited to, streaks, scratches, pressure marks or marks made for the purpose of identifying film or welding indications.

Each splice shall be clearly identified on each radiograph and the radiograph identification and marking system shall be established between the Contractor and the Engineer before radiographic inspection begins. Film shall be identified by lead numbers only; etching, flashing or writing in identifications of any type will not be permitted. Each piece of film identification information shall be legible and shall include, as a minimum, the following information: Contractor's name, date, name of nondestructive testing firm, initials of radiographer, contract number, part number and weld number. The letter "R" and repair number shall be placed directly after the weld number to designate a radiograph of a repaired weld.

Radiographic film shall be developed within a time range of one minute less to one minute more than the film manufacturer's recommended maximum development time. Sight development will not be allowed.

Processing chemistry shall be done with a consistent mixture and quality, and processing rinses and tanks shall be clean to ensure proper results. Records of all developing processes and any chemical changes to the developing processes shall be kept and furnished to the Engineer upon request. The Engineer may request, at any time, that a sheet of unexposed film be processed in the presence of the Engineer to verify processing chemical and rinse quality.

The results of all radiographic interpretations shall be recorded on a signed certification and a copy kept with the film packet.

Technique sheets prepared in conformance with the requirements in ASME Boiler and Pressure Vessels Code, Section V, Article 2 Section T-291 shall also contain the developer temperature, developing time, fixing duration and all rinse times.

#### **52-1.08D Reporting Test Results**

- A Production Test Report for all testing performed on each lot shall be prepared by the independent testing laboratory performing the testing and submitted to the QCM for review and approval. The report shall be signed by an engineer who represents the laboratory and is registered as a Civil Engineer in the State of California. The report shall include, as a minimum, the following information for each test: contract number, bridge number, lot number and location, bar size, type of splice, length of mechanical splice, length of test specimen, physical condition of test sample splice and any associated control bar, any notable defects, total measured slip, ultimate tensile strength of each splice, and for ultimate butt splices, limits of affected zone, location of visible necking area, ultimate tensile strength and 95 percent of this ultimate tensile strength for each control bar, and a comparison between 95 percent of the ultimate tensile strength of each control bar and the ultimate tensile strength of its associated splice.

- The QCM must review, approve, and forward each Production Test Report to the Engineer for review before the splices represented by the report are encased in concrete. The Engineer will have 3 working days to review each Production Test Report and respond in writing after a complete report has been received. Should the Contractor elect to encase any splices before receiving notification from the Engineer, it is expressly understood that the Contractor will not be relieved of the responsibility for incorporating material in the work that conforms to the requirements of the plans and specifications. Material not conforming to these requirements will be subject to rejection. Should the Contractor elect to wait to encase

splices pending notification by the Engineer, and in the event the Engineer fails to complete the review and provide notification within the time allowed, and if, in the opinion of the Engineer, the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays."

- Quality assurance test results for each bundle of 4 sets or 4 samples of splices will be reported in writing to the Contractor within 3 working days after receipt of the bundle by the Transportation Laboratory. In the event that more than one bundle is received on the same day, 2 additional working days shall be allowed for providing test results for each additional bundle received. A test report will be made for each bundle received. Should the Contractor elect to encase splices before receiving notification from the Engineer, it is expressly understood that the Contractor will not be relieved of the responsibility for incorporating material in the work that conforms to the requirements of the plans and specifications. Material not conforming to these requirements will be subject to rejection. Should the Contractor elect to wait to encase splices pending notification by the Engineer, and in the event the Engineer fails to complete the review within the time allowed, and in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays."

Section 52-1.11, "Payment," of the Standard Specifications is amended by adding the following paragraph after the seventh paragraph:

- If a portion or all of the reinforcing steel is epoxy-coated more than 480 air line kilometers from both Sacramento and Los Angeles, additional shop inspection expenses will be sustained by the State. Whereas it is and will be impracticable and extremely difficult to ascertain and determine the actual increase in these expenses, it is agreed that payment to the Contractor for furnishing the epoxy-coated reinforcement will be reduced \$5000 for each epoxy-coating facility located more than 480 air line kilometers from both Sacramento and Los Angeles and an additional \$3000 (\$8000 total) for each epoxy-coating facility located more than 4800 air line kilometers from both Sacramento and Los Angeles.

## **SECTION 55: STEEL STRUCTURES**

Issue Date: December 31, 2001

Section 55-3.14, "Bolted Connections," of the Standard Specifications is amended by adding the following after the ninth paragraph:

- If a torque multiplier is used in conjunction with a calibrated wrench as a method for tightening fastener assemblies to the required tension, both the multiplier and the wrench shall be calibrated together as a system. The same length input and output sockets and extensions that will be used in the work shall also be included in the calibration of the system. The manufacturer's torque multiplication ratio shall be adjusted during calibration of the system, such that when this adjusted ratio is multiplied by the actual input calibrated wrench reading, the product is a calculated output torque that is within 2 percent of the true output torque. When this system is used in the work to perform any installation tension testing, rotational capacity testing, fastener tightening, or tension verification, it shall be used, intact as calibrated.

The sixth paragraph of Section 55-4.02, "Payment," of the Standard Specifications is amended to read:

- If a portion or all of the structural steel is fabricated more than 480 air line kilometers from both Sacramento and Los Angeles, additional shop inspection expenses will be sustained by the State. Whereas it is and will be impracticable and extremely difficult to ascertain and determine the actual increase in these expenses, it is agreed that payment to the Contractor for furnishing the structural steel from each fabrication site located more than 480 air line kilometers from both Sacramento and Los Angeles will be reduced \$5000 or by an amount computed at \$0.044 per kilogram of structural steel fabricated, whichever is greater, or in the case of each fabrication site located more than 4800 air line kilometers from both Sacramento and Los Angeles, payment will be reduced \$8000 or by \$0.079 per kilogram of structural steel fabricated, whichever is greater.

## **SECTION 56: SIGNS**

Issue Date: November 2, 2004

Section 56-1.01, "Description," of the Standard Specifications is amended by deleting the third paragraph.

Section 56-1.02A, "Bars, Plates and Shapes," of the Standard Specifications is amended to read:

**56-1.02A Bars, Plates, Shapes, and Structural Tubing**

- Bars, plates, and shapes shall be structural steel conforming to the requirements in ASTM Designation: A 36/A 36M, except, at the option of the Contractor, the light fixture mounting channel shall be continuous-slot steel channel conforming to the requirements in ASTM Designation: A 1011/A 1011M, Designation SS, Grade 33[230], or aluminum Alloy 6063-T6 extruded aluminum conforming to the requirements in ASTM Designation: B 221 or B 221M.
- Structural tubing shall be structural steel conforming to the requirements in ASTM Designation: A 500, Grade B.
- Removable sign panel frames shall be constructed of structural steel conforming to the requirements in ASTM Designation: A 36/A 36M.

Section 56-1.02B, "Sheets," of the Standard Specifications is amended to read:

**56-1.02B Sheets**

- Sheets shall be carbon-steel sheets conforming to the requirements in ASTM Designation: A 1011/A 1011M, Designation SS, Grade 33[230].
- Ribbed sheet metal for box beam-closed truss sign structures shall be fabricated from galvanized sheet steel conforming to the requirements in ASTM Designation: A 653/A 653M, Designation SS, Grade 33[230]. Sheet metal panels shall be G 165 coating designation in conformance with the requirements in ASTM Designation: A 653/A 653M.

Section 56-1.02F, "Steel Walkway Gratings," of the Standard Specifications is amended to read:

**56-1.02F Steel Walkway Gratings**

- Steel walkway gratings shall be furnished and installed in conformance with the details shown on the plans and the following provisions:
  - A. Gratings shall be the standard product of an established grating manufacturer.
  - B. Material for gratings shall be structural steel conforming to the requirements in ASTM Designation: A 1011/A 1011M, Designation CS, Type B.
  - C. For welded type gratings, each joint shall be full resistance welded under pressure, to provide a sound, completely beaded joint.
  - D. For mechanically locked gratings, the method of fabrication and interlocking of the members shall be approved by the Engineer, and the fabricated grating shall be equal in strength to the welded type.
  - E. Gratings shall be accurately fabricated and free from warps, twists, or other defects affecting their appearance or serviceability. Ends of all rectangular panels shall be square. The tops of the bearing bars and cross members shall be in the same plane. Gratings distorted by the galvanizing process shall be straightened.

The sixth through the thirteenth paragraphs in Section 56-1.03, "Fabrication," of the Standard Specifications are amended to read:

- High-strength bolted connections, where shown on the plans, shall conform to the provisions in Section 55-3.14, "Bolted Connections," except that only fastener assemblies consisting of a high-strength bolt, nut, hardened washer, and direct tension indicator shall be used.
- High-strength fastener assemblies, and any other bolts, nuts, and washers attached to sign structures shall be zinc-coated by the mechanical deposition process.
  - Nuts for high-strength bolts designated as snug-tight shall not be lubricated.
  - An alternating snugging and tensioning pattern for anchor bolts and high-strength bolted splices shall be used. Once tensioned, high-strength fastener components and direct tension indicators shall not be reused.
  - For bolt diameters less than 10 mm, the diameter of the bolt hole shall be not more than 0.80-mm larger than the nominal bolt diameter. For bolt diameters greater than or equal to 10 mm, the diameter of the bolt hole shall be not more than 1.6 mm larger than the nominal bolt diameter.
  - Sign structures shall be fabricated into the largest practical sections prior to galvanizing.
  - Ribbed sheet metal panels for box beam closed truss sign structures shall be fastened to the truss members by cap screws or bolts as shown on the plans, or by 4.76 mm stainless steel blind rivets conforming to Industrial Fasteners Institute, Standard IFI-114, Grade 51. The outside diameter of the large flange rivet head shall be not less than 15.88 mm in diameter. Web splices in ribbed sheet metal panels may be made with similar type blind rivets of a size suitable for the thickness of material being connected.
- Spalling or chipping of concrete structures shall be repaired by the Contractor at the Contractor's expense.

- Overhead sign supports shall have an aluminum identification plate permanently attached near the base, adjacent to the traffic side on one of the vertical posts, using either stainless steel rivets or stainless steel screws. As a minimum, the information on the plate shall include the name of the manufacturer, the date of manufacture and the contract number.

The fifth paragraph of Section 56-2.02B, "Wood Posts," of the Standard Specifications is amended to read:

- Douglas fir and Hem-Fir posts shall be treated in conformance with the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," and in conformance with AWPAs Use Category System: UC4A, Commodity Specification A. Posts shall be incised and the minimum retention of preservative shall be as specified in AWPAs Standards.

### **SECTION 57: TIMBER STRUCTURES**

Issue Date: October 12, 2004

The second paragraph of Section 57-1.02A, "Structural Timber and Lumber," of the Standard Specifications is amended to read:

- When preservative treatment of timber and lumber is required, the treatment shall conform to the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," and AWPAs Use Category 4B. The type of treatment to be used will be shown on the plans or specified in the special provisions.

### **SECTION 58: PRESERVATIVE TREATMENT OF LUMBER, TIMBER AND PILING**

Issue Date: November 18, 2005

The first paragraph of Section 58-1.02, "Treatment and Retention," of the Standard Specifications is amended to read:

- Timber, lumber, and piling shall be pressure treated after millwork is completed. Preservatives, treatment, and results of treatment shall conform to the requirements in AWPAs Standards U1 and T1. Treatment of lumber and timber shall conform to the specified AWPAs Use Category cited in the special provisions, on the plans, or elsewhere in these specifications.

The second paragraph of Section 58-1.02, "Treatment and Retention," of the Standard Specifications is deleted.

### **SECTION 59: PAINTING**

Issue Date: December 31, 2001

Section 59-2.01, "General," of the Standard Specifications is amended by adding the following paragraphs after the first paragraph:

- Unless otherwise specified, no painting Contractors or subcontractors will be permitted to commence work without having the following current "SSPC: The Society for Protective Coatings" (formerly the Steel Structures Painting Council) certifications in good standing:
  - A. For cleaning and painting structural steel in the field, certification in conformance with the requirements in Qualification Procedure No. 1, "Standard Procedure For Evaluating Painting Contractors (Field Application to Complex Industrial Structures)" (SSPC-QP 1).
  - B. For removing paint from structural steel, certification in conformance with the requirements in Qualification Procedure No. 2, "Standard Procedure For Evaluating Painting Contractors (Field Removal of Hazardous Coatings from Complex Structures)" (SSPC-QP 2).
  - C. For cleaning and painting structural steel in a permanent painting facility, certification in conformance with the requirements in Qualification Procedure No. 3, "Standard Procedure For Evaluating Qualifications of Shop Painting Applicators" (SSPC-QP 3). The AISC's Sophisticated Paint Endorsement (SPE) quality program will be considered equivalent to SSPC-QP 3.

The third paragraph of Section 59-2.03, "Blast Cleaning," of the Standard Specifications is amended to read:

- Exposed steel or other metal surfaces to be blast cleaned shall be cleaned in conformance with the requirements in Surface Preparation Specification No. 6, "Commercial Blast Cleaning," of the "SSPC: The Society for Protective Coatings." Blast cleaning shall leave all surfaces with a dense, uniform, angular anchor pattern of not less than 35 µm as measured in conformance with the requirements in ASTM Designation: D 4417.

The first paragraph of Section 59-2.06, "Hand Cleaning," of the Standard Specifications is amended to read:

- Dirt, loose rust and mill scale, or paint which is not firmly bonded to the surfaces shall be removed in conformance with the requirements in Surface Preparation Specification No. 2, "Hand Tool Cleaning," of the "SSPC: The Society for Protective Coatings." Edges of old remaining paint shall be feathered.

The fourth paragraph of Section 59-2.12, "Painting," of the Standard Specifications is amended to read:

- The dry film thickness of the paint will be measured in place with a calibrated Type 2 magnetic film thickness gage in conformance with the requirements of specification SSPC-PA2 of the "SSPC: The Society for Protective Coatings."

### **SECTION 72: SLOPE PROTECTION**

Issue Date: November 18, 2005

The sixth paragraph of Section 72-4.04, "Construction," of the Standard Specifications is amended to read:

- Pervious backfill material, if required by the plans, shall be placed as shown. A securely tied sack containing 0.03-m<sup>3</sup> of pervious backfill material shall be placed at each weep hole and drain hole. The sack material shall conform to the provisions in Section 88-1.03, "Filter Fabric."

### **SECTION 75: MISCELLANEOUS METAL**

Issue Date: November 2, 2004

The table in the tenth paragraph of Section 75-1.02, "Miscellaneous Iron and Steel," of the Standard Specifications is amended to read:

Material	Specification
Steel bars, plates and shapes	ASTM Designation: A 36/A 36M or A 575, A 576 (AISI or M Grades 1016 through 1030)
Steel fastener components for general applications:	
Bolts and studs	ASTM Designation: A 307
Headed anchor bolts	ASTM Designation: A 307, Grade B, including S1 supplementary requirements
Nonheaded anchor bolts	ASTM Designation: A 307, Grade C, including S1 supplementary requirements and S1.6 of AASHTO Designation: M 314 supplementary requirements or AASHTO Designation: M 314, Grade 36 or 55, including S1 supplementary requirements
High-strength bolts and studs, threaded rods, and nonheaded anchor bolts	ASTM Designation: A 449, Type 1
Nuts	ASTM Designation: A 563, including Appendix X1*
Washers	ASTM Designation: F 844
Components of high-strength steel fastener assemblies for use in structural steel joints:	
Bolts	ASTM Designation: A 325, Type 1
Tension control bolts	ASTM Designation: F 1852, Type 1
Nuts	ASTM Designation: A 563, including Appendix X1*
Hardened washers	ASTM Designation: F 436, Type 1, Circular, including S1 supplementary requirements
Direct tension indicators	ASTM Designation: F 959, Type 325, zinc-coated
Stainless steel fasteners (Alloys 304 & 316) for general applications:	
Bolts, screws, studs, threaded rods, and nonheaded anchor bolts	ASTM Designation: F 593 or F 738M
Nuts	ASTM Designation: F 594 or F 836M
Washers	ASTM Designation: A 240/A 240M and ANSI B 18.22M
Carbon-steel castings	ASTM Designation: A 27/A 27M, Grade 65-35 [450-240], Class 1
Malleable iron castings	ASTM Designation: A 47, Grade 32510 or A 47M, Grade 22010
Gray iron castings	ASTM Designation: A 48, Class 30B
Ductile iron castings	ASTM Designation: A 536, Grade 65-45-12
Cast iron pipe	Commercial quality
Steel pipe	Commercial quality, welded or extruded
Other parts for general applications	Commercial quality

\* Zinc-coated nuts that will be tightened beyond snug or wrench tight shall be furnished with a dyed dry lubricant conforming to Supplementary Requirement S2 in ASTM Designation: A 563.

The second paragraph in Section 75-1.03, "Miscellaneous Bridge Metal," of the Standard Specifications is amended to read:

- Miscellaneous bridge metal shall consist of the following, except as further provided in Section 51-1.19, "Utility Facilities," and in the special provisions:

- A. Bearing assemblies, equalizing bolts and expansion joint armor in concrete structures.
- B. Expansion joint armor in steel structures.
- C. Manhole frames and covers, frames and grates, ladder rungs, guard posts and access door assemblies.
- D. Deck drains, area drains, retaining wall drains, and drainage piping, except drainage items identified as "Bridge Deck Drainage System" in the special provisions.

The table in the eighteenth paragraph of Section 75-1.03, "Miscellaneous Bridge Metal," of the Standard Specifications is amended to read:

Stud Diameter (millimeters)	Sustained Tension Test Load (kilonewtons)
29.01-33.00	137.9
23.01-29.00	79.6
21.01-23.00	64.1
* 18.01-21.00	22.2
15.01-18.00	18.2
12.01-15.00	14.2
9.01-12.00	9.34
6.00-9.00	4.23

\* Maximum stud diameter permitted for mechanical expansion anchors.

The table in the nineteenth paragraph of Section 75-1.03, "Miscellaneous Bridge Metal," of the Standard Specifications is amended to read:

Stud Diameter (millimeters)	Ultimate Tensile Load (kilonewtons)
30.01-33.00	112.1
27.01-30.00	88.1
23.01-27.00	71.2
20.01-23.00	51.6
16.01-20.00	32.0
14.01-16.00	29.4
12.00-14.00	18.7

The table in the twenty-second paragraph of Section 75-1.03, "Miscellaneous Bridge Metal," of the Standard Specifications is amended to read:

Stud Diameter (millimeters)	Shell Type Mechanical Expansion Anchors	Integral Stud Type Mechanical Expansion Anchors	Resin Capsule Anchors and Cast-in-Place Inserts
29.01-33.00	—	—	540
23.01-29.00	—	—	315
21.01-23.00	—	—	235
18.01-21.00	110	235	200
15.01-18.00	45	120	100
12.01-15.00	30	65	40
9.01-12.00	15	35	24
6.00-9.00	5	10	—

The third paragraph in Section 75-1.035, "Bridge Joint Restrainer Units," of the Standard Specifications is amended to read:

- Cables shall be 19 mm preformed, 6 x 19, wire strand core or independent wire rope core (IWRC), galvanized, and in conformance with the requirements in Federal Specification RR-W-410D, right regular lay, manufactured of improved plow steel with a minimum breaking strength of 200 kN. Two certified copies of mill test reports of each manufactured length of cable used shall be furnished to the Engineer.

The second paragraph in Section 75-1.05, "Galvanizing," of the Standard Specifications is amended to read:

- At the option of the Contractor, material thinner than 3.2 mm shall be galvanized either before fabrication in conformance with the requirements of ASTM Designation: A 653/A 653M, Coating Designation Z600, or after fabrication in conformance with the requirements of ASTM Designation: A 123, except that the weight of zinc coating shall average not less than 365 g per square meter of actual surface area with no individual specimen having a coating weight of less than 305 g per square meter.

## **SECTION 80: FENCES**

Issue Date: October 12, 2004

The second paragraph of Section 80-3.01B(2), "Treated Wood Posts and Braces," of the Standard Specifications is amended to read:

- Posts and braces to be treated shall be pressure treated in conformance with the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," and AWPA Use Category System: UC4A, Commodity Specification A or B.

## **SECTION 83: RAILINGS AND BARRIERS**

Issue Date: January 28, 2005

The first paragraph of Section 83-1.02B, "Metal Beam Guard Railing," of the Standard Specifications is amended to read:

- The rail elements, backup plates, terminal sections, end and return caps, bolts, nuts and other fittings shall conform to the requirements in AASHTO Designation: M 180, except as modified in this Section 83-1.02B and as specified in Section 83-1.02. The rail elements, backup plates, terminal sections, end and return caps shall conform to Class A, Type 1 W-Beam guard railing as shown in AASHTO Designation: M 180. The edges and center of the rail element shall contact each post block. Rail element joints shall be lapped not less than 316 mm and bolted. The rail metal, in addition to conforming to the requirements in AASHTO Designation: M 180, shall withstand a cold bend, without cracking, of 180 degrees around a mandrel of a diameter equal to 2.5 times the thickness of the plate.

The ninth paragraph in Section 83-1.02B, "Metal Beam Guard Railing," of the Standard Specifications is amended to read:

- The grades and species of wood posts and blocks shall be No. 1 timbers (also known as No. 1 structural) Douglas fir or No. 1 timbers Southern yellow pine. Wood posts and blocks shall be graded in conformance with the provisions in Section 57-2, "Structural Timber," of the Standard Specifications, except allowances for shrinkage after mill cutting shall in no case exceed 5 percent of the American Lumber Standards minimum sizes, at the time of installation.

The eleventh paragraph in Section 83-1.02B, "Metal Beam Guard Railing," of the Standard Specifications is amended to read:

- After fabrication, wood posts and blocks shall be pressure treated in conformance with Section 58, "Preservative Treatment of Lumber, Timber and Piling," and AWPA Use Category System: UC4A, Commodity Specification A.

The twelfth paragraph in Section 83-1.02B, "Metal Beam Guard Railing," of the Standard Specifications is amended to read:

- If copper naphthenate, ammoniacal copper arsenate, chromated copper arsenate, ammoniacal copper zinc arsenate, ammoniacal copper quat or copper azole is used to treat the wood posts and blocks, the bolt holes shall be treated as follows:
  - A. Before the bolts are inserted, bolt holes shall be filled with a grease, recommended by the manufacturer for corrosion protection, which will not melt or run at a temperature of 65°C.

The twenty-fourth paragraph of Section 83-1.02B, "Metal Beam Guard Railing," of the Standard Specifications is amended to read:

- End anchor assemblies and rail tensioning assemblies for metal beam guard railing shall be constructed as shown on the plans and shall conform to the following provisions:

An end anchor assembly (Type SFT) for metal beam guard railing shall consist of an anchor cable, an anchor plate, a wood post, a steel foundation tube, a steel soil plate and hardware.

An end anchor assembly (Type CA) for metal beam guard railing shall consist of an anchor cable, an anchor plate, a single anchor rod or double anchor rods, hardware and one concrete anchor.

A rail tensioning assembly for metal beam guard railing shall consist of an anchor cable, an anchor plate, and hardware.

The anchor plate, metal plates, steel foundation tubes and steel soil plate shall be fabricated of steel conforming to the requirements in ASTM Designation: A 36/A 36M.

The anchor rods shall be fabricated of steel conforming to the requirements in ASTM Designation: A 36/A 36M, A 441 or A 572, or ASTM Designation: A 576, Grades 1018, 1019, 1021 or 1026. The eyes shall be hot forged or formed with full penetration welds. After fabrication, anchor rods with eyes that have been formed with any part of the eye below 870°C during the forming operation or with eyes that have been closed by welding shall be thermally stress relieved prior to galvanizing. The completed anchor rod, after galvanizing, shall develop a strength of 220 kN.

In lieu of built-up fabrication of anchor plates as shown on the plans, anchor plates may be press-formed from steel plate, with or without welded seams.

All bolts and nuts shall conform to the requirements in ASTM Designation: A 307, unless otherwise specified in the special provisions or shown on the plans.

Anchor cable shall be 19-mm preformed, 6 x 19, wire strand core or independent wire rope core (IWRC), galvanized in conformance with the requirements in Federal Specification RR-W-410D, right regular lay, manufactured of improved plow steel with a minimum breaking strength of 200 kN. Two certified copies of mill test reports of each manufactured length of cable used shall be furnished to the Engineer. The overall length of each cable anchor assembly shall be as shown on the plans, but shall be a minimum of 2 m.

Where shown on the plans, cable clips and a cable thimble shall be used to attach cable to the anchor rod. Thimbles shall be commercial quality, galvanized steel. Cable clips shall be commercial quality drop forged galvanized steel.

The swaged fitting shall be machined from hot-rolled bars of steel conforming to AISI Designation: C 1035, and shall be annealed suitable for cold swaging. The swaged fitting shall be galvanized before swaging. A lock pin hole to accommodate a 6-mm, plated, spring steel pin shall be drilled through the head of the swage fitting to retain the stud in proper position. The manufacturer's identifying mark shall be stamped on the body of the swage fitting.

The 25-mm nominal diameter stud shall conform to the requirements in ASTM Designation: A 449 after galvanizing. Prior to galvanizing, a 10-mm slot for the locking pin shall be milled in the stud end.

The swaged fittings, stud and nut assembly shall develop the specified breaking strength of the cable.

The cable assemblies shall be shipped as a complete unit including stud and nut.

Clevises shall be drop forged galvanized steel and shall develop the specified breaking strength of the cable.

One sample of cable properly fitted with swaged fitting and right hand thread stud at both ends as specified above, including a clevis when shown on the plans, one meter in total length, shall be furnished the Engineer for testing.

The portion of the anchor rod to be buried in earth shall be coated with a minimum 0.5-mm thickness of coal tar enamel conforming to AWWA Standard: C203 or a coal tar epoxy conforming to the requirements in Steel Structures Painting Council Paint Specification No. 16, Coal-Tar Epoxy-Polyimide Black Paint or Corps of Engineers Specification, Formula C-200a, Coal-Tar Epoxy Paint.

Metal components of the anchor assembly shall be fabricated in conformance with good shop practice and shall be hot-dip galvanized in conformance with the provisions in Section 75-1.05, "Galvanizing."

Anchor cables shall be tightened after the concrete anchor has cured for at least 5 days.

Concrete used to construct anchors for end anchor assemblies shall be Class 3 or minor concrete conforming to the provisions in Section 90, "Portland Cement Concrete."

Concrete shall be placed against undisturbed material of the excavated holes for end anchors. The top 300 mm of holes shall be formed, if required by the Engineer.

Reinforcing steel in concrete anchors for end anchor assemblies shall conform to the provisions in Section 52, "Reinforcement."

The second paragraph in Section 83-1.02D, "Steel Bridge Railing," of the Standard Specifications is amended to read:

- Structural shapes, tubing, plates, bars, bolts, nuts, and washers shall be structural steel conforming to the provisions in Section 55-2, "Materials." Other fittings shall be commercial quality.

The second and third paragraphs in Section 83-1.02E, "Cable Railing," of the Standard Specifications are replaced with the following paragraph:

- Pipe for posts and braces shall be standard steel pipe or pipe that conforms to the provisions in Section 80-4.01A, "Posts and Braces."

The fourteenth paragraph in Section 83-1.02I, "Chain Link Railing," of the Standard Specifications is amended to read:

- Chain link fabric shall be either 11-gage Type I zinc coated fabric conforming to the requirements in AASHTO Designation: M 181 or 11-gage Type IV polyvinyl chloride (PVC) coated fabric conforming to the requirements in Federal Specification RR-F-191/1D.

The second paragraph of Section 83-1.03, "Measurement," of the Standard Specifications is amended to read:

- Except for metal beam guard railing within the pay limits of a terminal system end treatment or transition railing (Type WB), metal beam guard railing will be measured by the meter along the face of the rail element from end post to end post of the completed railing at each installation. The point of measurement at each end post will be the center of the bolt attaching the rail element to the end post.

The seventh paragraph of Section 83-1.03, "Measurement," of the Standard Specifications is amended to read:

- The quantities of end anchor assemblies (Type SFT or Type CA) and rail tensioning assemblies will be measured as units determined from actual count. An end anchor assembly (Type CA) with 2 cables attached to one concrete anchor will be counted as one terminal anchor assembly (Type CA) for measurement and payment.

The eighth paragraph of Section 83-1.03, "Measurement," of the Standard Specifications is amended to read:

- The quantities of return and end caps and the various types of terminal sections for metal beam guard railing will be determined as units from actual count.

The third paragraph of Section 83-1.04, "Payment," of the Standard Specifications is amended to read:

- The contract unit prices paid for end anchor assembly (Type SFT), end anchor assembly (Type CA), and rail tensioning assembly shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all work involved in constructing the end anchor assemblies, complete in place, including drilling anchor plate bolt holes in rail elements, driving steel foundation tubes, excavating for concrete anchor holes and disposing of surplus material, as shown on the plans, as specified in these specifications and the special provisions, and as directed by the Engineer.

The fourth paragraph of Section 83-1.04, "Payment," of the Standard Specifications is amended to read:

- The contract unit prices paid for return caps, end caps, and the various types of terminal sections for metal beam guard railing shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in installing terminal sections, return and end caps, complete in place, as shown on the plans, as specified in these specifications and the special provisions, and as directed by the Engineer.

The second paragraph of Section 83-2.02B, "Thrie Beam Barrier," of the Standard Specifications is amended to read:

- Rail elements, backup plates, terminal connectors, terminal sections, and return caps shall conform to Class A, Type 1 thrie beam guard railing as shown in AASHTO Designation: M 180.

The fourteenth paragraph of Section 83-2.02B, "Thrie Beam Barrier," of the Standard Specifications is amended to read:

- All metal work shall be fabricated in the shop, and no punching, cutting or welding will be permitted in the field. Rail elements shall be lapped so that the exposed ends will not face approaching traffic. Terminal sections and return caps shall be installed in conformance with the manufacturer's recommendation.

The first paragraph in Section 83-2.02D(2), "Materials," of the Standard Specifications is amended to read:

- Type 50 and 60 series concrete barriers shall be constructed of minor concrete conforming to the provisions in Section 90-10, "Minor Concrete," except as follows:
  - a. The maximum size of aggregate used for extruded or slip-formed concrete barriers shall be at the option of the Contractor, but in no case shall the maximum size be larger than 37.5-mm or smaller than 9.5-mm.
  - b. If the 9.5-mm maximum size aggregate grading is used to construct extruded or slip-formed concrete barriers, the cementitious material content of the minor concrete shall be not less than 400 kg/m<sup>3</sup>.

The third paragraph in Section 83-2.02D(2), "Materials," of the Standard Specifications is amended to read:

- The concrete paving between the tops of the 2 walls of concrete barrier (Types 50E, 60E, 60GE, and 60SE) and the optional concrete slab at the base between the 2 walls of concrete barrier (Types 50E, 60E, 60GE, and 60SE) shall be constructed of minor concrete conforming to the provisions of Section 90-10, except that the minor concrete shall contain not less than 300 kg of cementitious material per cubic meter.

The first paragraph of Section 83-2.03, "Measurement," of the Standard Specifications is amended to read:

- Except for single thrie beam barrier within the pay limits of transition railing (Type STB), single thrie beam barrier will be measured by the meter from end post to end post along the face of the rail element of the installed barrier. Single thrie beam barriers constructed on each side of piers under structures or other obstructions will be measured for payment along each line of the installed barrier.

The second paragraph of Section 83-2.03, "Measurement," of the Standard Specifications is amended to read:

- Except for double thrie beam barrier within the pay limits of transition railing (Type DTB), double thrie beam barrier will be measured by the meter from end post to end post along the center line of the installed barrier.

The fifth paragraph of Section 83-2.03, "Measurement," of the Standard Specifications is amended to read:

- The quantity of return caps, terminal connectors and the various types of terminal sections for single and double thrie beam barriers will be determined as units from actual count.

The sixth paragraph of Section 83-2.03, "Measurement," of the Standard Specifications is amended to read:

- The quantity of end anchor assemblies will be paid for as units determined from actual count.

The first paragraph of Section 83-2.04, "Payment," of the Standard Specifications is amended to read:

- The various types of thrie beam barrier, measured as specified in Section 83-2.03, "Measurement," will be paid for at the contract price per meter for single or double thrie beam barrier, whichever applies, and the contract unit price or prices for end anchor assemblies, return caps, terminal connectors and the various types of terminal sections.

The second paragraph of Section 83-2.04, "Payment," of the Standard Specifications is amended to read:

- The above prices and payments shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in constructing the barrier, complete in place, including drilling holes for wood posts, driving posts, backfilling the space around posts, excavating and backfilling end anchor assembly holes, connecting thrie beam barrier to concrete surfaces and disposing of surplus excavated material, and for furnishing, placing, removing and disposing of the temporary railing for closing the gap between existing barrier and the barrier being

constructed as shown on the plans, and as specified in these specifications and the special provisions, and as directed by the Engineer.

The fourth paragraph in Section 83-2.04, "Payments," of the Standard Specifications is amended to read:

- Steel plate barrier attached to concrete barrier at overhead sign foundations, electroliers, drainage structures, and other locations shown on the plans will be measured and paid for as the type of concrete barrier attached thereto.

## **SECTION 85: PAVEMENT MARKERS**

Issue Date: May 16, 2003

The second through fifth paragraphs in Section 85-1.03, "Sampling, Tolerances and Packaging," of the Standard Specifications are amended to read:

### **Sampling**

- Twenty markers selected at random will constitute a representative sample for each lot of markers.
- The lot size shall not exceed 25 000 markers.

### **Tolerances**

- Three test specimens will be randomly selected from the sample for each test and tested in conformance with these specifications. Should any one of the 3 specimens fail to conform with the requirements in these specifications, 6 additional specimens will be tested. The failure of any one of these 6 specimens shall be cause for rejection of the entire lot or shipment represented by the sample.
- The entire sample of retroreflective pavement markers will be tested for reflectance. The failure of 10 percent or more of the original sampling shall be cause for rejection.

Section 85-1.04, "Non-Reflective Pavement Markers," of the Standard Specifications is amended to read:

### **85-1.04 Non-Reflective Pavement Markers**

- Non-reflective pavement markers (Types A and AY) shall be, at the option of the Contractor, either ceramic or plastic conforming to these specifications.
- The top surface of the marker shall be convex with a gradual change in curvature. The top, bottom and sides shall be free of objectionable marks or discoloration that will affect adhesion or appearance.
- The bottom of markers shall have areas of integrally formed protrusions or indentations, which will increase the effective bonding surface area of adhesive. The bottom surface of the marker shall not deviate more than 1.5 mm from a flat surface. The areas of protrusion shall have faces parallel to the bottom of the marker and shall project approximately one mm from the bottom.

The second through fourth paragraphs of Section 85-1.04A, "Non-Reflective Pavement Markers (Ceramic)," of the Standard Specifications are deleted.

The table in the fifth paragraph in Section 85-1.04A, "Non-Reflective Pavement Markers (Ceramic)," of the Standard Specifications is amended to read:

### **Testing**

- Tests shall be performed in conformance with the requirements in California Test 669.

Test	Test Description	Requirement
a	Bond strength	4.8 MPa, min.
b	Glaze thickness	180 μm, min.
c	Hardness	6 Moh, min.
d	Luminance factor, Type A, white markers only, glazed surface	75, min.
e	Yellowness index, Type A, white markers only, glazed surface	7, max.
f	Color-yellow, Type AY, yellow markers only. The chromaticity coordinates shall be within a color box defined in CTM 669	Pass
g	Compressive strength	6700 N, min.
h	Water absorption	2.0 %, max.
i	Artificial weathering, 500 hours exposure, yellowness index	20, max.

Section 85-1.04B, "Non-Reflective Pavement Markers (Plastic)," of the Standard Specifications is amended to read:

**85-1.04B Non-Reflective Pavement Markers (Plastic)**

- Plastic non-reflective pavement markers Types A and AY shall be, at the option of the Contractor, either polypropylene or acrylonitrile-butadiene-styrene (ABS) plastic type.
- Plastic markers shall conform to the testing requirements specified in Section 85-1.04A, "Non-Reflective Pavement Markers (Ceramic)," except that Tests a, b, c, and h shall not apply. The plastic markers shall not be coated with substances that interfere with the ability of the adhesive bonding to the marker.

The sixth and seventh paragraphs in Section 85-1.05, "Retroreflective Pavement Markers," of the Standard Specifications are amended to read:

**Testing**

- Tests shall be performed in conformance with the requirements in California Test 669.

Test Description	Requirement		
Bond strength <sup>a</sup>	3.4 MPa, min.		
Compressive strength <sup>b</sup>	8900 N, min.		
Abrasion resistance, marker must meet the respective specific intensity minimum requirements after abrasion.	Pass		
Water Soak Resistance	No delamination of the body or lens system of the marker nor loss of reflectance		
Reflectance	Specific Intensity		
	Clear	Yellow	Red
0° Incidence Angle, min.	3.0	1.5	0.75
20° Incidence Angle, min.	1.2	0.60	0.30
After one year field evaluation	0.30	0.15	0.08

- Failure of the marker body or filler material prior to reaching 3.4 MPa shall constitute a failing bond strength test.
- Deformation of the marker of more than 3 mm at a load of less than 8900 N or delamination of the shell and the filler material of more than 3 mm regardless of the load required to break the marker shall be cause for rejection of the markers as specified in Section 85-1.03, "Sampling, Tolerances and Packaging."

- Pavement markers to be placed in pavement recesses shall conform to the above requirements for retroreflective pavement markers except that the minimum compressive strength requirement shall be 5338 N.

The eighth paragraph of Section 85-1.05, "Retroreflective Pavement Markers" of the Standard Specifications is deleted.

The eighth paragraph in Section 85-1.06, "Replacement," of the Standard Specifications is amended to read:

- Epoxy adhesive shall not be used to apply non-reflective plastic pavement markers.

## **SECTION 86: SIGNALS, LIGHTING AND ELECTRICAL SYSTEMS**

Issue Date: January 28, 2005

The first paragraph of Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

- Except for concrete for cast-in-drilled-hole concrete pile foundations, portland cement concrete shall conform to Section 90-10, "Minor Concrete."

The fifth paragraph of Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

- Reinforced cast-in-drilled-hole concrete pile foundations for traffic signal and lighting standards shall conform to the provisions in Section 49, "Piling," with the following exceptions: 1) Material resulting from drilling holes shall be disposed of in conformance with the provisions in Section 86-2.01, "Excavating and Backfilling," and 2) Concrete filling for cast-in-drilled-hole concrete piles will not be considered as designated by compressive strength.

The seventh paragraph of Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

- Forms shall be true to line and grade. Tops of foundations for posts and standards, except special foundations, shall be finished to curb or sidewalk grade or as directed by the Engineer. Forms shall be rigid and securely braced in place. Conduit ends and anchor bolts shall be placed in proper position and to proper height, and anchor bolts shall be held in place by means of rigid top and bottom templates. The bottom template shall be made of steel. The bottom template shall provide proper spacing and alignment of the anchor bolts near their bottom embedded end. The bottom template shall be installed before placing footing concrete. Anchor bolts shall not be installed more than 1:40 from vertical.

Section 86-2.03, "Foundations," of the Standard Specifications is amended by deleting the eighth paragraph.

The twelfth paragraph of Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

- Plumbing of the standards shall be accomplished by adjusting the leveling nuts before placing the mortar or before the foundation is finished to final grade. Shims or other similar devices shall not be used for plumbing or raking of posts, standards, or pedestals. After final adjustments of both top nuts and leveling nuts on anchorage assemblies have been made, firm contact shall exist between all bearing surfaces of the anchor bolt nuts, washers, and the base plates.

The first paragraph of Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications is amended to read:

### **86-2.04 STANDARDS, STEEL PEDESTALS, AND POSTS**

- Standards for traffic signals and lighting, and steel pedestals for cabinets and other similar equipment, shall be located as shown on the plans. Bolts, nuts and washers, and anchor bolts for use in signal and lighting support structures shall conform to the provisions in Section 55-2, "Materials." Except when bearing-type connections or slipbases are specified, high-strength bolted connections shall conform to the provisions in Section 55-3.14, "Bolted Connections." Welding, nondestructive testing (NDT) of welds, and acceptance and repair criteria for NDT of steel members shall conform to the requirements of AWS D1.1 and the contract special provisions.

The second paragraph of Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications is amended to read:

- On each lighting standard except Type 1, one rectangular corrosion resistant metal identification tag shall be permanently attached above the hand hole, near the base of the standard, using stainless steel rivets. On each signal pole support, two corrosion resistant metal identification tags shall be attached, one above the hand hole near the base of the

vertical standard and one on the underside of the signal mast arm near the arm plate. As a minimum, the information on each identification tag shall include the name of the manufacturer, the date of manufacture, the identification number as shown on the plans, the contract number, and a unique identification code assigned by the fabricator. This number shall be traceable to a particular contract and the welds on that component, and shall be readable after the support structure is coated and installed. The lettering shall be a minimum of 7 mm high. The information may be either depressed or raised, and shall be legible.

The fourth paragraph of Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications is amended to read:

- Ferrous metal parts of standards, with shaft length of 4.6 m and longer, shall conform to the details shown on the plans, the provisions in Section 55-2, "Materials," except as otherwise noted, and the following requirements:

Except as otherwise specified, standards shall be fabricated from sheet steel of weldable grade having a minimum yield strength, after fabrication, of 276 MPa.

Certified test reports which verify conformance to the minimum yield strength requirements shall be submitted to the Engineer. The test reports may be the mill test reports for the as-received steel or, when the as-received steel has a lower yield strength than required, the Contractor shall provide supportive test data which provides assurance that the Contractor's method of cold forming will consistently increase the tensile properties of the steel to meet the specified minimum yield strength. The supportive test data shall include tensile properties of the steel after cold forming for specific heats and thicknesses.

When a single-ply 8-mm thick pole is specified, a 2-ply pole with equivalent section modulus may be substituted.

Standards may be fabricated of full-length sheets or shorter sections. Each section shall be fabricated from not more than 2 pieces of sheet steel. Where 2 pieces are used, the longitudinal welded seams shall be directly opposite one another. When the sections are butt-welded together, the longitudinal welded seams on adjacent sections shall be placed to form continuous straight seams from base to top of standard.

Butt-welded circumferential joints of tubular sections requiring CJP groove welds shall be made using a metal sleeve backing ring inside each joint. The sleeve shall be 3-mm nominal thickness, or thicker, and manufactured from steel having the same chemical composition as the steel in the tubular sections to be joined. When the sections to be joined have different specified minimum yield strengths, the steel in the sleeve shall have the same chemical composition as the tubular section having the higher minimum yield strength. The width of the metal sleeve shall be consistent with the type of NDT chosen and shall be a minimum width of 25 mm. The sleeve shall be centered at the joint and be in contact with the tubular section at the point of the weld at time of fit-up.

Welds shall be continuous.

The weld metal at the transverse joint shall extend to the sleeve, making the sleeve an integral part of the joint.

During fabrication, longitudinal seams on vertical tubular members of cantilevered support structures shall be centered on and along the side of the pole that the pole plate is located. Longitudinal seams on horizontal tubular members, including signal and luminaire arms, shall be within +/-45 degrees of the bottom of the arm.

The longitudinal seam welds in steel tubular sections may be made by the electric resistance welding process.

Longitudinal seam welds shall have 60 percent minimum penetration, except that within 150 mm of circumferential welds, longitudinal seam welds shall be CJP groove welds. In addition, longitudinal seam welds on lighting support structures having telescopic pole segment splices shall be CJP groove welds on the female end for a length on each end equal to the designated slip fit splice length plus 150 mm.

Exposed circumferential welds, except fillet and fatigue-resistant welds, shall be ground flush (-0, +2mm) with the base metal prior to galvanizing or painting.

Circumferential welds and base plate-to-pole welds may be repaired only one time without written permission from the Engineer.

Exposed edges of the plates that make up the base assembly shall be finished smooth and exposed corners of the plates shall be broken unless otherwise shown on the plans. Shafts shall be provided with slip-fitter shaft caps.

Flatness of surfaces of 1) base plates that are to come in contact with concrete, grout, or washers and leveling nuts; 2) plates in high-strength bolted connections; 3) plates in joints where cap screws are used to secure luminaire and signal arms; and 4) plates used for breakaway slip base assemblies shall conform to the requirements in ASTM A6.

Standards shall be straight, with a permissive variation not to exceed 25 mm measured at the midpoint of a 9-m or 11-m standard and not to exceed 20 mm measured at the midpoint of a 5-m through 6-m standard. Variation shall not exceed 25 mm at a point 4.5 m above the base plate for Type 35 and Type 36 standards.

Zinc-coated nuts used on fastener assemblies having a specified preload (obtained by specifying a prescribed tension, torque value, or degree of turn) shall be provided with a colored lubricant that is clean and dry to the touch. The color of the lubricant shall be in contrast to the zinc coating on the nut so that the presence of the lubricant is visually obvious. In addition, either the lubricant shall be insoluble in water, or fastener components shall be shipped to the job site in a sealed container.

No holes shall be made in structural members unless the holes are shown on the plans or are approved in writing by the Engineer.

Standards with an outside diameter of 300 mm or less shall be round. Standards with an outside diameter greater than 300 mm shall be round or multisided. Multisided standards shall have a minimum of 12 sides which shall be convex and shall have a minimum bend radius of 100 mm.

Mast arms for standards shall be fabricated from material as specified for standards, and shall conform to the dimensions shown on the plans.

The cast steel option for slip bases shall be fabricated from material conforming to the requirements in ASTM Designation: A 27/A 27M, Grade 70-40. Other comparable material may be used if written permission is given by the Engineer. The casting tolerances shall be in conformance with the Steel Founder's Society of America recommendations (green sand molding).

One casting from each lot of 50 castings or less shall be subject to radiographic inspection, in conformance with the requirements in ASTM Designation: E 94. The castings shall comply with the acceptance criteria severity level 3 or better for the types and categories of discontinuities in conformance with the requirements in ASTM Designations: E 186 and E 446. If the one casting fails to pass the inspection, 2 additional castings shall be radiographed. Both of these castings shall pass the inspection, or the entire lot of 50 will be rejected.

Material certifications, consisting of physical and chemical properties, and radiographic films of the castings shall be filed at the manufacturer's office. These certifications and films shall be available for inspection upon request.

High-strength bolts, nuts, and flat washers used to connect slip base plates shall conform to the requirements in ASTM Designation: A 325 or A 325M and shall be galvanized in conformance with the provisions in Section 75-1.05, "Galvanizing."

Plate washers shall be fabricated by saw cutting and drilling steel plate conforming to the requirements in AISI Designation: 1018, and be galvanized in conformance with the provisions in Section 75-1.05, "Galvanizing." Prior to galvanizing, burrs and sharp edges shall be removed and holes shall be chamfered sufficiently on each side to allow the bolt head to make full contact with the washer without tension on the bolt.

High-strength cap screws shown on the plans for attaching arms to standards shall conform to the requirements in ASTM Designation: A 325, A 325M, or A 449, and shall comply with the mechanical requirements in ASTM Designation: A 325 or A 325M after galvanizing. The cap screws shall be galvanized in conformance with the provisions in Section 75-1.05, "Galvanizing." The threads of the cap screws shall be coated with a colored lubricant that is clean and dry to the touch. The color of the lubricant shall be in contrast to the color of the zinc coating on the cap screw so that presence of the lubricant is visually obvious. In addition, either the lubricant shall be insoluble in water, or fastener components shall be shipped to the job site in a sealed container.

Unless otherwise specified, bolted connections attaching signal or luminaire arms to poles shall be considered slip critical. Galvanized faying surfaces on plates on luminaire and signal arms and matching plate surfaces on poles shall be roughened by hand using a wire brush prior to assembly and shall conform to the requirements for Class C surface conditions for slip-critical connections in "Specification for Structural Joints Using ASTM A 325 or A 490 Bolts," a specification approved by the Research Council on Structural Connections (RCSC) of the Engineering Foundation. For faying surfaces required to be painted, the paint shall be an approved type, brand, and thickness that has been tested and approved according to the RCSC Specification as a Class B coating.

Samples of fastener components will be randomly taken from each production lot by the Engineer and submitted, along with test reports required by appropriate ASTM fastener specifications, for QA testing and evaluation. Sample sizes for each fastener component shall be as determined by the Engineer.

The seventh paragraph of Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications is amended to read:

- To avoid interference of arm plate-to-tube welds with cap screw heads, and to ensure cap screw heads can be turned using conventional installation tools, fabricators shall make necessary adjustments to details prior to fabrication and properly locate the position of arm tubes on arm plates during fabrication.

The sixth and seventh paragraphs of 86-2.12, "Wood Poles," of the Standard Specifications are amended to read:

- After fabrication, wood poles shall be pressure treated in conformance with the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," and AWPAC Use Category System: UC4B, Commodity Specification D.
- Wood poles, when specified in the special provisions to be painted, shall be treated with waterborne wood preservatives.

The first paragraph of Section 86-2.15, "Galvanizing," of the Standard Specifications is amended to read:

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- Galvanizing shall be in conformance with the provisions in Section 75-1.05, "Galvanizing," except that cabinets may be constructed of material galvanized prior to fabrication in conformance with the requirements in ASTM Designation: A 653/653M, Coating Designation G 90, in which case all cut or damaged edges shall be painted with at least 2 applications of approved unthinned zinc-rich primer (organic vehicle type) conforming to the provisions in Section 91, "Paint." Aerosol cans shall not be used. Other types of protective coating must be approved by the Engineer prior to installation.

The first paragraph of Section 86-4.06, "Pedestrian Signal Faces" of the Standard Specifications is amended to read:

- Message symbols for pedestrian signal faces shall be white WALKING PERSON and Portland orange UPRAISED HAND conforming to the requirements in the Institute of Transportation Engineers Standards: "Pedestrian Traffic Control Signal Indications," "Manual on Uniform Traffic Control Devices," and "MUTCD California Supplement." The height of each symbol shall be not less than 250 mm and the width of each symbol shall be not less than 165 mm.

The tenth paragraph of Section 86-4.07, "Light Emitting Diode Pedestrian Signal Face 'Upraised Hand' Module" of the Standard Specifications is amended to read:

- The luminance of the "UPRAISED HAND" symbol shall be 3750 cd/m<sup>2</sup> minimum. The color of "UPRAISED HAND" shall be Portland orange conforming to the requirements of the Institute of Transportation Engineers Standards: "Pedestrian Traffic Control Signal Indications," "Manual on Uniform Traffic Control Devices," and "MUTCD California Supplement." The height of each symbol shall be not less than 250 mm and the width of each symbol shall be not less than 165 mm.

Section 86-8.01, "Payment," of the Standard Specifications is amended by adding the following paragraph after the first paragraph:

- If a portion or all of the poles for signal, lighting and electrical systems pursuant to Standard Specification Section 86, "Signals, Lighting and Electrical Systems," is fabricated more than 480 air line kilometers from both Sacramento and Los Angeles, additional shop inspection expenses will be sustained by the State. Whereas it is and will be impracticable and extremely difficult to ascertain and determine the actual increase in such expenses, it is agreed that payment to the Contractor for furnishing such items from each fabrication site located more than 480 air line kilometers from both Sacramento and Los Angeles will be reduced \$5000; in addition, in the case where a fabrication site is located more than 4800 air line kilometers from both Sacramento and Los Angeles, payment will be reduced an additional \$3000 per each fabrication site (\$8000 total per site).

### SECTION 88: ENGINEERING FABRIC

Issue Date: January 15, 2002

Section 88-1.02, "Pavement Reinforcing Fabric," of the Standard Specifications is amended to read:

- Pavement reinforcing fabric shall be 100 percent polypropylene staple fiber fabric material, needle-punched, thermally bonded on one side, and conform to the following:

Specification	Requirement
Weight, grams per square meter ASTM Designation: D 5261	140
Grab tensile strength (25-mm grip), kilonewtons, min. in each direction ASTM Designation: D 4632	0.45
Elongation at break, percent min. ASTM Designation: D 4632	50
Asphalt retention by fabric, grams per square meter. (Residual Minimum) ASTM Designation: D 6140	900

Note: Weight, grab, elongation and asphalt retention are based on Minimum Average Roll Value (MARV)

## SECTION 90: PORTLAND CEMENT CONCRETE

Issue Date: November 2, 2004

Section 90, "Portland Cement Concrete," of the Standard Specifications is amended to read:

### SECTION 90: PORTLAND CEMENT CONCRETE

#### 90-1 GENERAL

##### 90-1.01 DESCRIPTION

- Portland cement concrete shall be composed of cementitious material, fine aggregate, coarse aggregate, admixtures if used, and water, proportioned and mixed as specified in these specifications.

- The Contractor shall determine the mix proportions for concrete in conformance with these specifications. Unless otherwise specified, cementitious material shall be a combination of cement and mineral admixture. Cementitious material shall be either:

- "Type IP (MS) Modified" cement; or
- A combination of "Type II Modified" portland cement and mineral admixture; or
- A combination of Type V portland cement and mineral admixture.

- Type III portland cement shall be used only as allowed in the special provisions or with the approval of the Engineer.

- Class 1 concrete shall contain not less than 400 kg of cementitious material per cubic meter.
- Class 2 concrete shall contain not less than 350 kg of cementitious material per cubic meter.
- Class 3 concrete shall contain not less than 300 kg of cementitious material per cubic meter.
- Class 4 concrete shall contain not less than 250 kg of cementitious material per cubic meter.
- Minor concrete shall contain not less than 325 kg of cementitious material per cubic meter unless otherwise specified in these specifications or the special provisions.

- Unless otherwise designated on the plans or specified in these specifications or the special provisions, the amount of cementitious material used per cubic meter of concrete in structures or portions of structures shall conform to the following:

Use	Cementitious Material Content (kg/m <sup>3</sup> )
Concrete designated by compressive strength: Deck slabs and slab spans of bridges	400 min., 475 max.
Roof sections of exposed top box culverts	400 min., 475 max.
Other portions of structures	350 min., 475 max.
Concrete not designated by compressive strength: Deck slabs and slab spans of bridges	400 min.
Roof sections of exposed top box culverts	400 min.
Prestressed members	400 min.
Seal courses	400 min.
Other portions of structures	350 min.
Concrete for precast members	350 min., 550 max.

- Whenever the 28-day compressive strength shown on the plans is greater than 25 MPa, the concrete shall be designated by compressive strength. If the plans show a 28-day compressive strength that is 28 MPa or greater, an additional 14 days will be allowed to obtain the specified strength. The 28-day compressive strengths shown on the plans that are 25 MPa or less are shown for design information only and are not a requirement for acceptance of the concrete.

- Concrete designated by compressive strength shall be proportioned such that the concrete will attain the strength shown on the plans or specified in the special provisions.

- Before using concrete for which the mix proportions have been determined by the Contractor, or in advance of revising those mix proportions, the Contractor shall submit in writing to the Engineer a copy of the mix design.

- Compliance with cementitious material content requirements will be verified in conformance with procedures described in California Test 518 for cement content. For testing purposes, mineral admixture shall be considered to be cement. Batch proportions shall be adjusted as necessary to produce concrete having the specified cementitious material content.

- If any concrete has a cementitious material, portland cement, or mineral admixture content that is less than the minimum required, the concrete shall be removed. However, if the Engineer determines that the concrete is structurally adequate, the concrete may remain in place and the Contractor shall pay to the State \$0.55 for each kilogram of cementitious material, portland cement, or mineral admixture that is less than the minimum required. The Department may deduct the amount from any moneys due, or that may become due, the Contractor under the contract. The deductions will not be made unless the difference between the contents required and those actually provided exceeds the batching tolerances permitted by Section 90-5, "Proportioning." No deductions will be made based on the results of California Test 518.
- The requirements of the preceding paragraph shall not apply to minor concrete or commercial quality concrete.

## 90-2 MATERIALS

### 90-2.01 CEMENT

- Unless otherwise specified, cement shall be either "Type IP (MS) Modified" cement, "Type II Modified" portland cement or Type V portland cement.
- "Type IP (MS) Modified" cement shall conform to the requirements for Type IP (MS) cement in ASTM Designation: C 595, and shall be comprised of an intimate and uniform blend of Type II cement and not more than 35 percent by mass of mineral admixture. The type and minimum amount of mineral admixture used in the manufacture of "Type IP (MS) Modified" cement shall be in conformance with the provisions in Section 90-4.08, "Required Use of Mineral Admixtures."
- "Type II Modified" portland cement shall conform to the requirements for Type II portland cement in ASTM Designation: C 150-02a.
- In addition, "Type IP (MS) Modified" cement and "Type II Modified" portland cement shall conform to the following requirements:
  - A. The cement shall not contain more than 0.60-percent by mass of alkalis, calculated as the percentage of Na<sub>2</sub>O plus 0.658 times the percentage of K<sub>2</sub>O, when determined by either direct intensity flame photometry or by the atomic absorption method. The instrument and procedure used shall be qualified as to precision and accuracy in conformance with the requirements in ASTM Designation: C 114;
  - B. The autoclave expansion shall not exceed 0.50-percent; and
  - C. Mortar, containing the cement to be used and Ottawa sand, when tested in conformance with California Test 527, shall not expand in water more than 0.010 percent and shall not contract in air more than 0.048 percent, except that when cement is to be used for precast prestressed concrete piling, precast prestressed concrete members, or steam cured concrete products, the mortar shall not contract in air more than 0.053 percent.
- Type III and Type V portland cements shall conform to the requirements in ASTM Designation: C 150-02a and the additional requirements listed above for "Type II Modified" portland cement, except that when tested in conformance with California Test 527, mortar containing Type III portland cement shall not contract in air more than 0.075 percent.
- Cement used in the manufacture of cast-in-place concrete for exposed surfaces of like elements of a structure shall be from the same cement mill.
- Cement shall be protected from exposure to moisture until used. Sacked cement shall be piled to permit access for tally, inspection, and identification of each shipment.
- Adequate facilities shall be provided to assure that cement meeting the provisions specified in this Section 90-2.01 shall be kept separate from other cement in order to prevent any but the specified cement from entering the work. Safe and suitable facilities for sampling cement shall be provided at the weigh hopper or in the feed line immediately in advance of the hopper, in conformance with California Test 125.
- If cement is used prior to sampling and testing as provided in Section 6-1.07, "Certificates of Compliance," and the cement is delivered directly to the site of the work, the Certificate of Compliance shall be signed by the cement manufacturer or supplier of the cement. If the cement is used in ready-mixed concrete or in precast concrete products purchased as such by the Contractor, the Certificate of Compliance shall be signed by the manufacturer of the concrete or product.
- Cement furnished without a Certificate of Compliance shall not be used in the work until the Engineer has had sufficient time to make appropriate tests and has approved the cement for use.

### 90-2.02 AGGREGATES

- Aggregates shall be free from deleterious coatings, clay balls, roots, bark, sticks, rags, and other extraneous material.
- Natural aggregates shall be thoroughly and uniformly washed before use.
- The Contractor, at the Contractor's expense, shall provide safe and suitable facilities, including necessary splitting devices for obtaining samples of aggregates, in conformance with California Test 125.

- Aggregates shall be of such character that it will be possible to produce workable concrete within the limits of water content provided in Section 90-6.06, "Amount of Water and Penetration."
- Aggregates shall have not more than 10 percent loss when tested for soundness in conformance with the requirements in California Test 214. The soundness requirement for fine aggregate will be waived, provided that the durability index,  $D_f$ , of the fine aggregate is 60, or greater, when tested for durability in conformance with California Test 229.
  - If the results of any one or more of the Cleanness Value, Sand Equivalent, or aggregate grading tests do not meet the requirements specified for "Operating Range" but all meet the "Contract Compliance" requirements, the placement of concrete shall be suspended at the completion of the current pour until tests or other information indicate that the next material to be used in the work will comply with the requirements specified for "Operating Range."
  - If the results of either or both the Cleanness Value and coarse aggregate grading tests do not meet the requirements specified for "Contract Compliance," the concrete that is represented by the tests shall be removed. However, if the Engineer determines that the concrete is structurally adequate, the concrete may remain in place, and the Contractor shall pay to the State \$4.60 per cubic meter for paving concrete and \$7.20 per cubic meter for all other concrete for the concrete represented by these tests and left in place. The Department may deduct the amount from any moneys due, or that may become due, the Contractor under the contract.
  - If the results of either or both the Sand Equivalent and fine aggregate grading tests do not meet the requirements specified for "Contract Compliance," the concrete which is represented by the tests shall be removed. However, if the Engineer determines that the concrete is structurally adequate, the concrete may remain in place, and the Contractor shall pay to the State \$4.60 per cubic meter for paving concrete and \$7.20 per cubic meter for all other concrete for the concrete represented by these tests and left in place. The Department may deduct the amount from any moneys due, or that may become due, the Contractor under the contract.
  - The 2 preceding paragraphs apply individually to the "Contract Compliance" requirements for coarse aggregate and fine aggregate. When both coarse aggregate and fine aggregate do not conform to the "Contract Compliance" requirements, both paragraphs shall apply. The payments specified in those paragraphs shall be in addition to any payments made in conformance with the provisions in Section 90-1.01, "Description."
  - No single Cleanness Value, Sand Equivalent or aggregate grading test shall represent more than 250 m<sup>3</sup> of concrete or one day's pour, whichever is smaller.
  - When the source of an aggregate is changed, the Contractor shall adjust the mix proportions and submit in writing to the Engineer a copy of the mix design before using the aggregates.

**90-2.02A Coarse Aggregate**

- Coarse aggregate shall consist of gravel, crushed gravel, crushed rock, crushed air-cooled iron blast furnace slag or combinations thereof. Crushed air-cooled blast furnace slag shall not be used in reinforced or prestressed concrete.
- Coarse aggregate shall conform to the following quality requirements:

Tests	California Test	Requirements
Loss in Los Angeles Rattler (after 500 revolutions)	211	45% max.
Cleanness Value		
Operating Range	227	75 min.
Contract Compliance	227	71 min.

• In lieu of the above Cleanness Value requirements, a Cleanness Value "Operating Range" limit of 71, minimum, and a Cleanness Value "Contract Compliance" limit of 68, minimum, will be used to determine the acceptability of the coarse aggregate if the Contractor furnishes a Certificate of Compliance, as provided in Section 6-1.07, "Certificates of Compliance," certifying that:

1. coarse aggregate sampled at the completion of processing at the aggregate production plant had a Cleanness Value of not less than 82 when tested by California Test 227; and
2. prequalification tests performed in conformance with the requirements in California Test 549 indicated that the aggregate would develop a relative strength of not less than 95 percent and would have a relative shrinkage not greater than 105 percent, based on concrete.

**90-2.02B Fine Aggregate**

- Fine aggregate shall consist of natural sand, manufactured sand produced from larger aggregate or a combination thereof. Manufactured sand shall be well graded.

- Fine aggregate shall conform to the following quality requirements:

Test	California Test	Requirements
Organic Impurities	213	Satisfactory <sup>a</sup>
Mortar Strengths Relative to Ottawa Sand	515	95%, min.
Sand Equivalent:		
Operating Range	217	75, min.
Contract Compliance	217	71, min.

- a Fine aggregate developing a color darker than the reference standard color solution may be accepted if it is determined by the Engineer, from mortar strength tests, that a darker color is acceptable.

• In lieu of the above Sand Equivalent requirements, a Sand Equivalent "Operating Range" limit of 71 minimum and a Sand Equivalent "Contract Compliance" limit of 68 minimum will be used to determine the acceptability of the fine aggregate if the Contractor furnishes a Certificate of Compliance, as provided in Section 6-1.07, "Certificates of Compliance," certifying that:

1. fine aggregate sampled at the completion of processing at the aggregate production plant had a Sand Equivalent value of not less than 82 when tested by California Test 217; and
2. prequalification tests performed in conformance with California Test 549 indicated that the aggregate would develop a relative strength of not less than 95 percent and would have a relative shrinkage not greater than 105 percent, based on concrete.

### 90-2.03 WATER

• In conventionally reinforced concrete work, the water for curing, for washing aggregates, and for mixing shall be free from oil and shall not contain more than 1000 parts per million of chlorides as Cl, when tested in conformance with California Test 422, nor more than 1300 parts per million of sulfates as SO<sub>4</sub>, when tested in conformance with California Test 417. In prestressed concrete work, the water for curing, for washing aggregates, and for mixing shall be free from oil and shall not contain more than 650 parts per million of chlorides as Cl, when tested in conformance with California Test 422, nor more than 1300 parts per million of sulfates as SO<sub>4</sub>, when tested in conformance with California Test 417. In no case shall the water contain an amount of impurities that will cause either: 1) a change in the setting time of cement of more than 25 percent when tested in conformance with the requirements in ASTM Designation: C 191 or ASTM Designation: C 266 or 2) a reduction in the compressive strength of mortar at 14 days of more than 5 percent, when tested in conformance with the requirements in ASTM Designation: C 109, when compared to the results obtained with distilled water or deionized water, tested in conformance with the requirements in ASTM Designation: C 109.

• In non-reinforced concrete work, the water for curing, for washing aggregates and for mixing shall be free from oil and shall not contain more than 2000 parts per million of chlorides as Cl, when tested in conformance with California Test 422, or more than 1500 parts per million of sulfates as SO<sub>4</sub>, when tested in conformance with California Test 417.

• In addition to the above provisions, water for curing concrete shall not contain impurities in a sufficient amount to cause discoloration of the concrete or produce etching of the surface.

• Water reclaimed from mixer wash-out operations may be used in mixing concrete. The water shall not contain coloring agents or more than 300 parts per million of alkalis (Na<sub>2</sub>O + 0.658 K<sub>2</sub>O) as determined on the filtrate. The specific gravity of the water shall not exceed 1.03 and shall not vary more than ±0.010 during a day's operations.

### 90-2.04 ADMIXTURE MATERIALS

- Admixture materials shall conform to the requirements in the following ASTM Designations:

- A. Chemical Admixtures—ASTM Designation: C 494.
- B. Air-entraining Admixtures—ASTM Designation: C 260.
- C. Calcium Chloride—ASTM Designation: D 98.
- D. Mineral Admixtures—Coal fly ash; raw or calcined natural pozzolan as specified in ASTM Designation: C 618; silica fume conforming to the requirements in ASTM Designation: C 1240, with reduction of mortar expansion of 80 percent, minimum, using the cement from the proposed mix design.

• Unless otherwise specified in the special provisions, mineral admixtures shall be used in conformance with the provisions in Section 90-4.08, "Required Use of Mineral Admixtures."

## 90-3 AGGREGATE GRADINGS

### 90-3.01 GENERAL

- Before beginning concrete work, the Contractor shall submit in writing to the Engineer the gradation of the primary aggregate nominal sizes that the Contractor proposes to furnish. If a primary coarse aggregate or the fine aggregate is separated into 2 or more sizes, the proposed gradation shall consist of the gradation for each individual size, and the proposed proportions of each individual size, combined mathematically to indicate one proposed gradation. The proposed gradation shall meet the grading requirements shown in the table in this section, and shall show the percentage passing each of the sieve sizes used in determining the end result.

- The Engineer may waive, in writing, the gradation requirements in this Section 90-3.01 and in Sections 90-3.02, "Coarse Aggregate Grading," 90-3.03, "Fine Aggregate Grading," and 90-3.04, "Combined Aggregate Gradings," if, in the Engineer's opinion, furnishing the gradation is not necessary for the type or amount of concrete work to be constructed.

- Gradations proposed by the Contractor shall be within the following percentage passing limits:

Primary Aggregate Nominal Size	Sieve Size	Limits of Proposed Gradation
37.5-mm x 19-mm	25-mm	19 - 41
25-mm x 4.75-mm	19-mm	52 - 85
25-mm x 4.75-mm	9.5-mm	15 - 38
12.5-mm x 4.75-mm	9.5-mm	40 - 78
9.5-mm x 2.36-mm	9.5-mm	50 - 85
Fine Aggregate	1.18-mm	55 - 75
Fine Aggregate	600- $\mu$ m	34 - 46
Fine Aggregate	300- $\mu$ m	16 - 29

- Should the Contractor change the source of supply, the Contractor shall submit in writing to the Engineer the new gradations before their intended use.

### 90-3.02 COARSE AGGREGATE GRADING

- The grading requirements for coarse aggregates are shown in the following table for each size of coarse aggregate:

Sieve Sizes	Percentage Passing Primary Aggregate Nominal Sizes							
	37.5-mm x 19-mm		25-mm x 4.75-mm		12.5-mm x 4.75-mm		9.5-mm x 2.36-mm	
	Operating Range	Contract Compliance	Operating Range	Contract Compliance	Operating Range	Contract Compliance	Operating Range	Contract Compliance
50-mm	100	100	—	—	—	—	—	—
37.5-mm	88-100	85-100	100	100	—	—	—	—
25-mm	x $\pm$ 18	X $\pm$ 25	88-100	86-100	—	—	—	—
19-mm	0-17	0-20	X $\pm$ 15	X $\pm$ 22	100	100	—	—
12.5-mm	—	—	—	—	82-100	80-100	100	100
9.5-mm	0-7	0-9	X $\pm$ 15	X $\pm$ 22	X $\pm$ 15	X $\pm$ 22	X $\pm$ 15	X $\pm$ 20
4.75-mm	—	—	0-16	0-18	0-15	0-18	0-25	0-28
2.36-mm	—	—	0-6	0-7	0-6	0-7	0-6	0-7

- In the above table, the symbol X is the gradation that the Contractor proposes to furnish for the specific sieve size as provided in Section 90-3.01, "General."

- Coarse aggregate for the 37.5-mm, maximum, combined aggregate grading as provided in Section 90-3.04, "Combined Aggregate Gradings," shall be furnished in 2 or more primary aggregate nominal sizes. Each primary aggregate nominal size may be separated into 2 sizes and stored separately, provided that the combined material conforms to the grading requirements for that particular primary aggregate nominal size.

- When the 25-mm, maximum, combined aggregate grading as provided in Section 90-3.04, "Combined Aggregate Gradings," is to be used, the coarse aggregate may be separated into 2 sizes and stored separately, provided that the combined material shall conform to the grading requirements for the 25-mm x 4.75-mm primary aggregate nominal size.

**90-3.03 FINE AGGREGATE GRADING**

- Fine aggregate shall be graded within the following limits:

Sieve Sizes	Percentage Passing	
	Operating Range	Contract Compliance
9.5-mm	100	100
4.75-mm	95-100	93-100
2.36-mm	65-95	61-99
1.18-mm	X ± 10	X ± 13
600-µm	X ± 9	X ± 12
300-µm	X ± 6	X ± 9
150-µm	2-12	1-15
75-µm	0-8	0-10

- In the above table, the symbol X is the gradation that the Contractor proposes to furnish for the specific sieve size as provided in Section 90-3.01, "General."
- In addition to the above required grading analysis, the distribution of the fine aggregate sizes shall be such that the difference between the total percentage passing the 1.18-mm sieve and the total percentage passing the 600-µm sieve shall be between 10 and 40, and the difference between the percentage passing the 600-µm and 300-µm sieves shall be between 10 and 40.
- Fine aggregate may be separated into 2 or more sizes and stored separately, provided that the combined material conforms to the grading requirements specified in this Section 90-3.03.

**90-3.04 COMBINED AGGREGATE GRADINGS**

- Combined aggregate grading limits shall be used only for the design of concrete mixes. Concrete mixes shall be designed so that aggregates are combined in proportions that shall produce a mixture within the grading limits for combined aggregates as specified herein.
- The combined aggregate grading, except when otherwise specified in these specifications or the special provisions, shall be either the 37.5-mm, maximum grading, or the 25-mm, maximum grading, at the option of the Contractor.

Grading Limits of Combined Aggregates

Sieve Sizes	Percentage Passing			
	37.5-mm Max.	25-mm Max.	12.5-mm Max.	9.5-mm Max.
50-mm	100	—	—	—
37.5-mm	90-100	100	—	—
25-mm	50-86	90-100	—	—
19-mm	45-75	55-100	100	—
12.5-mm	—	—	90-100	100
9.5-mm	38-55	45-75	55-86	50 - 100
4.75-mm	30-45	35-60	45-63	45 - 63
2.36-mm	23-38	27-45	35-49	35 - 49
1.18-mm	17-33	20-35	25-37	25 - 37
600-µm	10-22	12-25	15-25	15 - 25
300-µm	4-10	5-15	5-15	5 - 15
150-µm	1-6	1-8	1-8	1 - 8
75-µm	0-3	0-4	0-4	0 - 4

- Changes from one grading to another shall not be made during the progress of the work unless permitted by the Engineer.

**90-4 ADMIXTURES**

**90-4.01 GENERAL**

- Admixtures used in portland cement concrete shall conform to and be used in conformance with the provisions in this Section 90-4 and the special provisions. Admixtures shall be used when specified or ordered by the Engineer and may be used at the Contractor's option as provided herein.

- Chemical admixtures and air-entraining admixtures containing chlorides as Cl in excess of one percent by mass of admixture, as determined by California Test 415, shall not be used in prestressed or reinforced concrete.
- Calcium chloride shall not be used in concrete except when otherwise specified.
- Mineral admixture used in concrete for exposed surfaces of like elements of a structure shall be from the same source and of the same percentage.
- Admixtures shall be uniform in properties throughout their use in the work. Should it be found that an admixture as furnished is not uniform in properties, its use shall be discontinued.
- If more than one admixture is used, the admixtures shall be compatible with each other so that the desirable effects of all admixtures used will be realized.

#### **90-4.02 MATERIALS**

- Admixture materials shall conform to the provisions in Section 90-2.04, "Admixture Materials."

#### **90-4.03 ADMIXTURE APPROVAL**

- No admixture brand shall be used in the work unless it is on the Department's current list of approved brands for the type of admixture involved.
- Admixture brands will be considered for addition to the approved list if the manufacturer of the admixture submits to the Transportation Laboratory a sample of the admixture accompanied by certified test results demonstrating that the admixture complies with the requirements in the appropriate ASTM Designation and these specifications. The sample shall be sufficient to permit performance of all required tests. Approval of admixture brands will be dependent upon a determination as to compliance with the requirements, based on the certified test results submitted, together with tests the Department may elect to perform.
- When the Contractor proposes to use an admixture of a brand and type on the current list of approved admixture brands, the Contractor shall furnish a Certificate of Compliance from the manufacturer, as provided in Section 6-1.07, "Certificates of Compliance," certifying that the admixture furnished is the same as that previously approved. If a previously approved admixture is not accompanied by a Certificate of Compliance, the admixture shall not be used in the work until the Engineer has had sufficient time to make the appropriate tests and has approved the admixture for use. The Engineer may take samples for testing at any time, whether or not the admixture has been accompanied by a Certificate of Compliance.
- If a mineral admixture is delivered directly to the site of the work, the Certificate of Compliance shall be signed by the manufacturer or supplier of the mineral admixture. If the mineral admixture is used in ready-mix concrete or in precast concrete products purchased as such by the Contractor, the Certificate of Compliance shall be signed by the manufacturer of the concrete or product.

#### **90-4.04 REQUIRED USE OF CHEMICAL ADMIXTURES AND CALCIUM CHLORIDE**

- When the use of a chemical admixture or calcium chloride is specified, the admixture shall be used at the dosage specified, except that if no dosage is specified, the admixture shall be used at the dosage normally recommended by the manufacturer of the admixture.
- Calcium chloride shall be dispensed in liquid, flake, or pellet form. Calcium chloride dispensed in liquid form shall conform to the provisions for dispensing liquid admixtures in Section 90-4.10, "Proportioning and Dispensing Liquid Admixtures."

#### **90-4.05 OPTIONAL USE OF CHEMICAL ADMIXTURES**

- The Contractor will be permitted to use Type A or F, water-reducing; Type B, retarding; or Type D or G, water-reducing and retarding admixtures as described in ASTM Designation: C 494 to conserve cementitious material or to facilitate any concrete construction application subject to the following conditions:
  - A. When a water-reducing admixture or a water-reducing and retarding admixture is used, the cementitious material content specified or ordered may be reduced by a maximum of 5 percent by mass, except that the resultant cementitious material content shall be not less than 300 kilograms per cubic meter; and
  - B. When a reduction in cementitious material content is made, the dosage of admixture used shall be the dosage used in determining approval of the admixture.
- Unless otherwise specified, a Type C accelerating chemical admixture conforming to the requirements in ASTM Designation: C 494, may be used in portland cement concrete. Inclusion in the mix design submitted for approval will not be required provided that the admixture is added to counteract changing conditions that contribute to delayed setting of the portland cement concrete, and the use or change in dosage of the admixture is approved in writing by the Engineer.

#### **90-4.06 REQUIRED USE OF AIR-ENTRAINING ADMIXTURES**

- When air-entrainment is specified or ordered by the Engineer, the air-entraining admixture shall be used in amounts to produce a concrete having the specified air content as determined by California Test 504.

#### **90-4.07 OPTIONAL USE OF AIR-ENTRAINING ADMIXTURES**

- When air-entrainment has not been specified or ordered by the Engineer, the Contractor will be permitted to use an air-entraining admixture to facilitate the use of any construction procedure or equipment provided that the average air content, as determined by California Test 504, of 3 successive tests does not exceed 4 percent, and no single test value exceeds 5.5 percent. If the Contractor elects to use an air-entraining admixture in concrete for pavement, the Contractor shall so indicate at the time the Contractor designates the source of aggregate as provided in Section 40-1.015, "Cement Content."

#### **90-4.08 REQUIRED USE OF MINERAL ADMIXTURES**

- Unless otherwise specified, mineral admixture shall be combined with cement to make cementitious material.
- The calcium oxide content shall not exceed 10 percent when determined in conformance with the requirements in ASTM Designation: C 114. The available alkali content (as sodium oxide equivalent) shall not exceed 1.5 percent when determined in conformance with the requirements in ASTM Designation: C 311, or the total alkali content (as sodium oxide equivalent) shall not exceed 5.0 percent when determined in conformance with the requirements in ASTM Designation: D 4326.
- The amounts of cement and mineral admixture used in cementitious material shall be sufficient to satisfy the minimum cementitious material content requirements specified in Section 90-1.01, "Description," or Section 90-4.05, "Optional Use of Chemical Admixtures," and shall conform to the following:

- A. The minimum amount of cement shall not be less than 75 percent by mass of the specified minimum cementitious material content;
- B. The minimum amount of mineral admixture to be combined with cement shall be determined using one of the following criteria:
  1. When the calcium oxide content of a mineral admixture is equal to or less than 2 percent by mass, the amount of mineral admixture shall not be less than 15 percent by mass of the total amount of cementitious material to be used in the mix;
  2. When the calcium oxide content of a mineral admixture is greater than 2 percent, the amount of mineral admixture shall not be less than 25 percent by mass of the total amount of cementitious material to be used in the mix;
  3. When a mineral admixture that conforms to the provisions for silica fume in Section 90-2.04, "Admixture Materials," is used, the amount of mineral admixture shall not be less than 10 percent by mass of the total amount of cementitious material to be used in the mix
- C. The total amount of mineral admixture shall not exceed 35 percent by mass of the total amount of cementitious material to be used in the mix. Where Section 90-1.01, "Description," specifies a maximum cementitious content in kilograms per cubic meter, the total mass of cement and mineral admixture per cubic meter shall not exceed the specified maximum cementitious material content.

#### **90-4.09 BLANK**

#### **90-4.10 PROPORTIONING AND DISPENSING LIQUID ADMIXTURES**

- Chemical admixtures and air-entraining admixtures shall be dispensed in liquid form. Dispensers for liquid admixtures shall have sufficient capacity to measure at one time the prescribed quantity required for each batch of concrete. Each dispenser shall include a graduated measuring unit into which liquid admixtures are measured to within  $\pm 5$  percent of the prescribed quantity for each batch. Dispensers shall be located and maintained so that the graduations can be accurately read from the point at which proportioning operations are controlled to permit a visual check of batching accuracy prior to discharge. Each measuring unit shall be clearly marked for the type and quantity of admixture.

- Each liquid admixture dispensing system shall be equipped with a sampling device consisting of a valve located in a safe and readily accessible position such that a sample of the admixture may be withdrawn slowly by the Engineer.

- If more than one liquid admixture is used in the concrete mix, each liquid admixture shall have a separate measuring unit and shall be dispensed by injecting equipment located in such a manner that the admixtures are not mixed at high concentrations and do not interfere with the effectiveness of each other. When air-entraining admixtures are used in conjunction with other liquid admixtures, the air-entraining admixture shall be the first to be incorporated into the mix.

- When automatic proportioning devices are required for concrete pavement, dispensers for liquid admixtures shall operate automatically with the batching control equipment. The dispensers shall be equipped with an automatic warning system in good operating condition that will provide a visible or audible signal at the point at which proportioning operations are controlled when the quantity of admixture measured for each batch of concrete varies from the preselected dosage by more than 5 percent, or when the entire contents of the measuring unit are not emptied from the dispenser into each batch of concrete.

- Unless liquid admixtures are added to premeasured water for the batch, their discharge into the batch shall be arranged to flow into the stream of water so that the admixtures are well dispersed throughout the batch, except that air-entraining admixtures may be dispensed directly into moist sand in the batching bins provided that adequate control of the air content of the concrete can be maintained.

- Liquid admixtures requiring dosages greater than 2.5 L/m<sup>3</sup> shall be considered to be water when determining the total amount of free water as specified in Section 90-6.06, "Amount of Water and Penetration."

- Special admixtures, such as "high range" water reducers that may contribute to a high rate of slump loss, shall be measured and dispensed as recommended by the admixture manufacturer and as approved by the Engineer.

#### **90-4.11 STORAGE, PROPORTIONING, AND DISPENSING OF MINERAL ADMIXTURES**

- Mineral admixtures shall be protected from exposure to moisture until used. Sacked material shall be piled to permit access for tally, inspection and identification for each shipment.

- Adequate facilities shall be provided to assure that mineral admixtures meeting the specified requirements are kept separate from other mineral admixtures in order to prevent any but the specified mineral admixtures from entering the work. Safe and suitable facilities for sampling mineral admixtures shall be provided at the weigh hopper or in the feed line immediately in advance of the hopper.

- Mineral admixtures shall be incorporated into concrete using equipment conforming to the requirements for cement weigh hoppers, and charging and discharging mechanisms in ASTM Designation: C 94, in Section 90-5.03, "Proportioning," and in this Section 90-4.11.

- When concrete is completely mixed in stationary paving mixers, the mineral admixture shall be weighed in a separate weigh hopper conforming to the provisions for cement weigh hoppers and charging and discharging mechanisms in Section 90-5.03A, "Proportioning for Pavement," and the mineral admixture and cement shall be introduced simultaneously into the mixer proportionately with the aggregate. If the mineral admixture is not weighed in a separate weigh hopper, the Contractor shall provide certification that the stationary mixer is capable of mixing the cement, admixture, aggregates and water uniformly prior to discharge. Certification shall contain the following:

- A. Test results for 2 compressive strength test cylinders of concrete taken within the first one-third and 2 compressive strength test cylinders of concrete taken within the last one-third of the concrete discharged from a single batch from the stationary paving mixer. Strength tests and cylinder preparation will be in conformance with the provisions of Section 90-9, "Compressive Strength;"
- B. Calculations demonstrating that the difference in the averages of 2 compressive strengths taken in the first one-third is no greater than 7.5 percent different than the averages of 2 compressive strengths taken in the last one-third of the concrete discharged from a single batch from the stationary paving mixer. Strength tests and cylinder preparation will be in conformance with the provisions of Section 90-9, "Compressive Strength;" and
- C. The mixer rotation speed and time of mixing prior to discharge that are required to produce a mix that meets the requirements above.

### **90-5 PROPORTIONING**

#### **90-5.01 STORAGE OF AGGREGATES**

- Aggregates shall be stored or stockpiled in such a manner that separation of coarse and fine particles of each size shall be avoided and also that the various sizes shall not become intermixed before proportioning.

- Aggregates shall be stored or stockpiled and handled in a manner that shall prevent contamination by foreign materials. In addition, storage of aggregates at batching or mixing facilities that are erected subsequent to the award of the contract and that furnish concrete to the project shall conform to the following:

- A. Intermingling of the different sizes of aggregates shall be positively prevented. The Contractor shall take the necessary measures to prevent intermingling. The preventive measures may include, but are not necessarily limited to, physical separation of stockpiles or construction of bulkheads of adequate length and height; and
- B. Contamination of aggregates by contact with the ground shall be positively prevented. The Contractor shall take the necessary measures to prevent contamination. The preventive measures shall include, but are not necessarily limited

to, placing aggregates on wooden platforms or on hardened surfaces consisting of portland cement concrete, asphalt concrete, or cement treated material.

- In placing aggregates in storage or in moving the aggregates from storage to the weigh hopper of the batching plant, any method that may cause segregation, degradation, or the combining of materials of different gradings that will result in any size of aggregate at the weigh hopper failing to meet the grading requirements, shall be discontinued. Any method of handling aggregates that results in excessive breakage of particles shall be discontinued. The use of suitable devices to reduce impact of falling aggregates may be required by the Engineer.

#### **90-5.02 PROPORTIONING DEVICES**

- Weighing, measuring, or metering devices used for proportioning materials shall conform to the requirements in Section 9-1.01, "Measurement of Quantities," and this Section 90-5.02. In addition, automatic weighing systems shall comply with the requirements for automatic proportioning devices in Section 90-5.03A, "Proportioning for Pavement." Automatic devices shall be automatic to the extent that the only manual operation required for proportioning the aggregates, cement, and mineral admixture for one batch of concrete is a single operation of a switch or starter.

- Proportioning devices shall be tested at the expense of the Contractor as frequently as the Engineer may deem necessary to ensure their accuracy.

- Weighing equipment shall be insulated against vibration or movement of other operating equipment in the plant. When the plant is in operation, the mass of each batch of material shall not vary from the mass designated by the Engineer by more than the tolerances specified herein.

- Equipment for cumulative weighing of aggregate shall have a zero tolerance of  $\pm 0.5$  percent of the designated total batch mass of the aggregate. For systems with individual weigh hoppers for the various sizes of aggregate, the zero tolerance shall be  $\pm 0.5$  percent of the individual batch mass designated for each size of aggregate. Equipment for cumulative weighing of cement and mineral admixtures shall have a zero tolerance of  $\pm 0.5$  percent of the designated total batch mass of the cement and mineral admixture. Equipment for weighing cement or mineral admixture separately shall have a zero tolerance of  $\pm 0.5$  percent of their designated individual batch masses. Equipment for measuring water shall have a zero tolerance of  $\pm 0.5$  percent of its designated mass or volume.

- The mass indicated for any batch of material shall not vary from the preselected scale setting by more than the following:

- A. Aggregate weighed cumulatively shall be within 1.0 percent of the designated total batch mass of the aggregate. Aggregates weighed individually shall be within 1.5 percent of their respective designated batch masses; and
- B. Cement shall be within 1.0 percent of its designated batch mass. When weighed individually, mineral admixture shall be within 1.0 percent of its designated batch mass. When mineral admixture and cement are permitted to be weighed cumulatively, cement shall be weighed first to within 1.0 percent of its designated batch mass, and the total for cement and mineral admixture shall be within 1.0 percent of the sum of their designated batch masses; and
- C. Water shall be within 1.5 percent of its designated mass or volume.

- Each scale graduation shall be approximately 0.001 of the total capacity of the scale. The capacity of scales for weighing cement, mineral admixture, or cement plus mineral admixture and aggregates shall not exceed that of commercially available scales having single graduations indicating a mass not exceeding the maximum permissible mass variation above, except that no scale shall be required having a capacity of less than 500 kg, with 0.5-kg graduations.

#### **90-5.03 PROPORTIONING**

- Proportioning shall consist of dividing the aggregates into the specified sizes, each stored in a separate bin, and combining them with cement, mineral admixture, and water as provided in these specifications. Aggregates shall be proportioned by mass.

- At the time of batching, aggregates shall have been dried or drained sufficiently to result in a stable moisture content such that no visible separation of water from aggregate will take place during transportation from the proportioning plant to the point of mixing. In no event shall the free moisture content of the fine aggregate at the time of batching exceed 8 percent of its saturated, surface-dry mass.

- Should separate supplies of aggregate material of the same size group, but of different moisture content or specific gravity or surface characteristics affecting workability, be available at the proportioning plant, withdrawals shall be made from one supply exclusively and the materials therein completely exhausted before starting upon another.

- Bulk "Type IP (MS) Modified" cement shall be weighed in an individual hopper and shall be kept separate from the aggregates until the ingredients are released for discharge into the mixer.

- Bulk cement and mineral admixture may be weighed in separate, individual weigh hoppers or may be weighed in the same weigh hopper and shall be kept separate from the aggregates until the ingredients are released for discharge into the mixer. If the cement and mineral admixture are weighed cumulatively, the cement shall be weighed first.
- When cement and mineral admixtures are weighed in separate weigh hoppers, the weigh systems for the proportioning of the aggregate, the cement, and the mineral admixture shall be individual and distinct from all other weigh systems. Each weigh system shall be equipped with a hopper, a lever system, and an indicator to constitute an individual and independent material weighing device. The cement and the mineral admixture shall be discharged into the mixer simultaneously with the aggregate.
  - The scales and weigh hoppers for bulk weighing cement, mineral admixture, or cement plus mineral admixture shall be separate and distinct from the aggregate weighing equipment.
  - For batches with a volume of one cubic meter or more, the batching equipment shall conform to one of the following combinations:
    - A. Separate boxes and separate scale and indicator for weighing each size of aggregate.
    - B. Single box and scale indicator for all aggregates.
    - C. Single box or separate boxes and automatic weighing mechanism for all aggregates.
- In order to check the accuracy of batch masses, the gross mass and tare mass of batch trucks, truck mixers, truck agitators, and non-agitating hauling equipment shall be determined when ordered by the Engineer. The equipment shall be weighed at the Contractor's expense on scales designated by the Engineer.

#### **90-5.03A Proportioning for Pavement**

- Aggregates and bulk cement, mineral admixture, and cement plus mineral admixture for use in pavement shall be proportioned by mass by means of automatic proportioning devices of approved type conforming to these specifications.
- The Contractor shall install and maintain in operating condition an electronically actuated moisture meter that will indicate, on a readily visible scale, changes in the moisture content of the fine aggregate as it is batched within a sensitivity of 0.5 percent by mass of the fine aggregate.
  - The batching of cement, mineral admixture, or cement plus mineral admixture and aggregate shall be interlocked so that a new batch cannot be started until all weigh hoppers are empty, the proportioning devices are within zero tolerance, and the discharge gates are closed. The interlock shall permit no part of the batch to be discharged until all aggregate hoppers and the cement and mineral admixture hoppers or the cement plus mineral admixture hopper are charged with masses that are within the tolerances specified in Section 90-5.02, "Proportioning Devices."
  - When interlocks are required for cement and mineral admixture charging mechanisms and cement and mineral admixtures are weighed cumulatively, their charging mechanisms shall be interlocked to prevent the introduction of mineral admixture until the mass of cement in the cement weigh hopper is within the tolerances specified in Section 90-5.02, "Proportioning Devices."
    - The discharge gate on the cement and mineral admixture hoppers or the cement plus mineral admixture hopper shall be designed to permit regulating the flow of cement, mineral admixture, or cement plus mineral admixture into the aggregate as directed by the Engineer.
    - When separate weigh boxes are used for each size of aggregate, the discharge gates shall permit regulating the flow of each size of aggregate as directed by the Engineer.
    - Material discharged from the several bins shall be controlled by gates or by mechanical conveyors. The means of withdrawal from the several bins, and of discharge from the weigh box, shall be interlocked so that not more than one bin can discharge at a time, and so that the weigh box cannot be tripped until the required quantity from each of the several bins has been deposited therein. Should a separate weigh box be used for each size of aggregate, all may be operated and discharged simultaneously.
      - When the discharge from the several bins is controlled by gates, each gate shall be actuated automatically so that the required mass is discharged into the weigh box, after which the gate shall automatically close and lock.
      - The automatic weighing system shall be designed so that all proportions required may be set on the weighing controller at the same time.

### **90-6 MIXING AND TRANSPORTING**

#### **90-6.01 GENERAL**

- Concrete shall be mixed in mechanically operated mixers, except that when permitted by the Engineer, batches not exceeding 0.25 m<sup>3</sup> may be mixed by hand methods in conformance with the provisions in Section 90-6.05, "Hand-Mixing."
- Equipment having components made of aluminum or magnesium alloys that would have contact with plastic concrete during mixing, transporting, or pumping of portland cement concrete shall not be used.

- Concrete shall be homogeneous and thoroughly mixed, and there shall be no lumps or evidence of undispersed cement, mineral admixture, or cement plus mineral admixture.
- Uniformity of concrete mixtures will be determined by differences in penetration as determined by California Test 533, or slump as determined by ASTM Designation: C 143, and by variations in the proportion of coarse aggregate as determined by California Test 529.
- When the mix design specifies a penetration value, the difference in penetration, determined by comparing penetration tests on 2 samples of mixed concrete from the same batch or truck mixer load, shall not exceed 10 mm. When the mix design specifies a slump value, the difference in slump, determined by comparing slump tests on 2 samples of mixed concrete from the same batch or truck mixer load, shall not exceed the values given in the table below. Variation in the proportion of coarse aggregate will be determined by comparing the results of tests of 2 samples of mixed concrete from the same batch or truck mixer load and the difference between the 2 results shall not exceed 100 kg per cubic meter of concrete.

Average Slump	Maximum Permissible Difference
Less than 100-mm	25-mm
100-mm to 150-mm	38-mm
Greater than 150-mm to 225-mm	50-mm

- The Contractor, at the Contractor's expense, shall furnish samples of the freshly mixed concrete and provide satisfactory facilities for obtaining the samples.

#### 90-6.02 MACHINE MIXING

- Concrete mixers may be of the revolving drum or the revolving blade type, and the mixing drum or blades shall be operated uniformly at the mixing speed recommended by the manufacturer. Mixers and agitators that have an accumulation of hard concrete or mortar shall not be used.
- The temperature of mixed concrete, immediately before placing, shall be not less than 10°C or more than 32°C. Aggregates and water shall be heated or cooled as necessary to produce concrete within these temperature limits. Neither aggregates nor mixing water shall be heated to exceed 65°C. If ice is used to cool the concrete, discharge of the mixer will not be permitted until all ice is melted.
- The batch shall be so charged into the mixer that some water will enter in advance of cementitious materials and aggregates. All water shall be in the drum by the end of the first one-fourth of the specified mixing time.
- Cementitious materials shall be batched and charged into the mixer by means that will not result either in loss of cementitious materials due to the effect of wind, in accumulation of cementitious materials on surfaces of conveyors or hoppers, or in other conditions that reduce or vary the required quantity of cementitious material in the concrete mixture.
- Paving and stationary mixers shall be operated with an automatic timing device. The timing device and discharge mechanism shall be interlocked so that during normal operation no part of the batch will be discharged until the specified mixing time has elapsed.
- The total elapsed time between the intermingling of damp aggregates and all cementitious materials and the start of mixing shall not exceed 30 minutes.
- The size of batch shall not exceed the manufacturer's guaranteed capacity.
- When producing concrete for pavement or base, suitable batch counters shall be installed and maintained in good operating condition at jobsite batching plants and stationary mixers. The batch counters shall indicate the exact number of batches proportioned and mixed.
- Concrete shall be mixed and delivered to the jobsite by means of one of the following combinations of operations:
  - A. Mixed completely in a stationary mixer and the mixed concrete transported to the point of delivery in truck agitators or in non-agitating hauling equipment (central-mixed concrete).
  - B. Mixed partially in a stationary mixer, and the mixing completed in a truck mixer (shrink-mixed concrete).
  - C. Mixed completely in a truck mixer (transit-mixed concrete).
  - D. Mixed completely in a paving mixer.
- Agitators may be truck mixers operating at agitating speed or truck agitators. Each mixer and agitator shall have attached thereto in a prominent place a metal plate or plates on which is plainly marked the various uses for which the equipment is designed, the manufacturer's guaranteed capacity of the drum or container in terms of the volume of mixed concrete and the speed of rotation of the mixing drum or blades.
- Truck mixers shall be equipped with electrically or mechanically actuated revolution counters by which the number of revolutions of the drum or blades may readily be verified.

- When shrink-mixed concrete is furnished, concrete that has been partially mixed at a central plant shall be transferred to a truck mixer and all requirements for transit-mixed concrete shall apply. No credit in the number of revolutions at mixing speed shall be allowed for partial mixing in a central plant.

#### **90-6.03 TRANSPORTING MIXED CONCRETE**

- Mixed concrete may be transported to the delivery point in truck agitators or truck mixers operating at the speed designated by the manufacturer of the equipment as agitating speed, or in non-agitating hauling equipment, provided the consistency and workability of the mixed concrete upon discharge at the delivery point is suitable for adequate placement and consolidation in place, and provided the mixed concrete after hauling to the delivery point conforms to the provisions in Section 90-6.01, "General."
  - Truck agitators shall be loaded not to exceed the manufacturer's guaranteed capacity and shall maintain the mixed concrete in a thoroughly mixed and uniform mass during hauling.
  - Bodies of non-agitating hauling equipment shall be constructed so that leakage of the concrete mix, or any part thereof, will not occur at any time.
  - Concrete hauled in open-top vehicles shall be protected during hauling against rain or against exposure to the sun for more than 20 minutes when the ambient temperature exceeds 24°C.
  - No additional mixing water shall be incorporated into the concrete during hauling or after arrival at the delivery point, unless authorized by the Engineer. If the Engineer authorizes additional water to be incorporated into the concrete, the drum shall be revolved not less than 30 revolutions at mixing speed after the water is added and before discharge is commenced.
  - The rate of discharge of mixed concrete from truck mixer-agitators shall be controlled by the speed of rotation of the drum in the discharge direction with the discharge gate fully open.
  - When a truck mixer or agitator is used for transporting concrete to the delivery point, discharge shall be completed within 1.5 hours or before 250 revolutions of the drum or blades, whichever occurs first, after the introduction of the cement to the aggregates. Under conditions contributing to quick stiffening of the concrete, or when the temperature of the concrete is 30°C or above, the time allowed may be less than 1.5 hours.
  - When non-agitating hauling equipment is used for transporting concrete to the delivery point, discharge shall be completed within one hour after the addition of the cement to the aggregates. Under conditions contributing to quick stiffening of the concrete, or when the temperature of the concrete is 30°C or above, the time between the introduction of cement to the aggregates and discharge shall not exceed 45 minutes.
  - Each load of concrete delivered at the jobsite shall be accompanied by a weighmaster certificate showing the mix identification number, non-repeating load number, date and time at which the materials were batched, the total amount of water added to the load, and for transit-mixed concrete, the reading of the revolution counter at the time the truck mixer is charged with cement. This weighmaster certificate shall also show the actual scale masses (kilograms) for the ingredients batched. Theoretical or target batch masses shall not be used as a substitute for actual scale masses.
  - Weighmaster certificates shall be provided in printed form, or if approved by the Engineer, the data may be submitted in electronic media. Electronic media shall be presented in a tab-delimited format on a 90 mm diskette with a capacity of at least 1.4 megabytes. Captured data, for the ingredients represented by each batch shall be "line feed, carriage return" (LFCR) and "one line, separate record" with allowances for sufficient fields to satisfy the amount of data required by these specifications.
  - The Contractor may furnish a weighmaster certificate accompanied by a separate certificate that lists the actual batch masses or measurements for a load of concrete provided that both certificates are imprinted with the same non-repeating load number that is unique to the contract and delivered to the jobsite with the load.
  - Weighmaster certificates furnished by the Contractor shall conform to the provisions in Section 9-1.01, "Measurement of Quantities."

#### **90-6.04 TIME OR AMOUNT OF MIXING**

- Mixing of concrete in paving or stationary mixers shall continue for the required mixing time after all ingredients, except water and admixture, if added with the water, are in the mixing compartment of the mixer before any part of the batch is released. Transfer time in multiple drum mixers shall not be counted as part of the required mixing time.
- The required mixing time, in paving or stationary mixers, of concrete used for concrete structures, except minor structures, shall be not less than 90 seconds or more than 5 minutes, except that when directed by the Engineer in writing, the requirements of the following paragraph shall apply.
  - The required mixing time, in paving or stationary mixers, except as provided in the preceding paragraph, shall be not less than 50 seconds or more than 5 minutes.
  - The minimum required revolutions at the mixing speed for transit-mixed concrete shall not be less than that recommended by the mixer manufacturer, but in no case shall the number of revolutions be less than that required to consistently produce concrete conforming to the provisions for uniformity in Section 90-6.01, "General."

**90-6.05 HAND-MIXING**

- Hand-mixed concrete shall be made in batches of not more than 0.25 m<sup>3</sup> and shall be mixed on a watertight, level platform. The proper amount of coarse aggregate shall be measured in measuring boxes and spread on the platform and the fine aggregate shall be spread on this layer, the 2 layers being not more than 0.3 meters in total depth. On this mixture shall be spread the dry cement and mineral admixture and the whole mass turned no fewer than 2 times dry; then sufficient clean water shall be added, evenly distributed, and the whole mass again turned no fewer than 3 times, not including placing in the carriers or forms.

**90-6.06 AMOUNT OF WATER AND PENETRATION**

- The amount of water used in concrete mixes shall be regulated so that the penetration of the concrete as determined by California Test 533 or the slump of the concrete as determined by ASTM Designation: C 143 is within the "Nominal" values shown in the following table. When the penetration or slump of the concrete is found to exceed the nominal values listed, the mixture of subsequent batches shall be adjusted to reduce the penetration or slump to a value within the nominal range shown. Batches of concrete with a penetration or slump exceeding the maximum values listed shall not be used in the work. When Type F or Type G chemical admixtures are added to the mix, the penetration requirements shall not apply and the slump shall not exceed 225 mm after the chemical admixtures are added.

Type of Work	Nominal		Maximum	
	Penetration (mm)	Slump (mm)	Penetration (mm)	Slump (mm)
Concrete Pavement	0-25	—	40	—
Non-reinforced concrete facilities	0-35	—	50	—
Reinforced concrete structures				
Sections over 300-mm thick	0-35	—	65	—
Sections 300-mm thick or less	0-50	—	75	—
Concrete placed under water	—	150-200	—	225
Cast-in-place concrete piles	65-90	130-180	100	200

- The amount of free water used in concrete shall not exceed 183 kg/m<sup>3</sup>, plus 20 kg for each required 100 kg of cementitious material in excess of 325 kg/m<sup>3</sup>.
- The term free water is defined as the total water in the mixture minus the water absorbed by the aggregates in reaching a saturated surface-dry condition.
- Where there are adverse or difficult conditions that affect the placing of concrete, the above specified penetration and free water content limitations may be exceeded providing the Contractor is granted permission by the Engineer in writing to increase the cementitious material content per cubic meter of concrete. The increase in water and cementitious material shall be at a ratio not to exceed 30 kg of water per added 100 kg of cementitious material per cubic meter. The cost of additional cementitious material and water added under these conditions shall be at the Contractor's expense and no additional compensation will be allowed therefor.
- The equipment for supplying water to the mixer shall be constructed and arranged so that the amount of water added can be measured accurately. Any method of discharging water into the mixer for a batch shall be accurate within 1.5 percent of the quantity of water required to be added to the mix for any position of the mixer. Tanks used to measure water shall be designed so that water cannot enter while water is being discharged into the mixer and discharge into the mixer shall be made rapidly in one operation without dribbling. All equipment shall be arranged so as to permit checking the amount of water delivered by discharging into measured containers.

**90-7 CURING CONCRETE**

**90-7.01 METHODS OF CURING**

- Newly placed concrete shall be cured by the methods specified in this Section 90-7.01 and the special provisions.

**90-7.01A Water Method**

- The concrete shall be kept continuously wet by the application of water for a minimum curing period of 7 days after the concrete has been placed.
- When a curing medium consisting of cotton mats, rugs, carpets, or earth or sand blankets is to be used to retain the moisture, the entire surface of the concrete shall be kept damp by applying water with a nozzle that so atomizes the flow that a mist and not a spray is formed, until the surface of the concrete is covered with the curing medium. The moisture from the

nozzle shall not be applied under pressure directly upon the concrete and shall not be allowed to accumulate on the concrete in a quantity sufficient to cause a flow or wash the surface. At the expiration of the curing period, the concrete surfaces shall be cleared of all curing mediums.

- At the option of the Contractor, a curing medium consisting of white opaque polyethylene sheeting extruded onto burlap may be used to cure concrete structures. The polyethylene sheeting shall have a minimum thickness of 100 µm, and shall be extruded onto 283.5 gram burlap.

- At the option of the Contractor, a curing medium consisting of polyethylene sheeting may be used to cure concrete columns. The polyethylene sheeting shall have a minimum thickness of 250 µm achieved in a single layer of material.

- If the Contractor chooses to use polyethylene sheeting or polyethylene sheeting on burlap as a curing medium as specified above, these mediums and any joints therein shall be secured as necessary to provide moisture retention and shall be within 75 mm of the concrete at all points along the surface being cured. When these mediums are used, the temperature of the concrete shall be monitored during curing. If the temperature of the concrete cannot be maintained below 60°C, this method of curing shall be discontinued, and one of the other curing methods allowed for the concrete shall be used.

- When concrete bridge decks and flat slabs are to be cured without the use of a curing medium, the entire surface of the bridge deck or slab shall be kept damp by the application of water with an atomizing nozzle as specified in the preceding paragraph, until the concrete has set, after which the entire surface of the concrete shall be sprinkled continuously with water for a period of not less than 7 days.

### **90-7.01B Curing Compound Method**

- Surfaces of the concrete that are exposed to the air shall be sprayed uniformly with a curing compound.
- Curing compounds to be used shall be as follows:

1. Pigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 2, Class B, except the resin type shall be poly-alpha-methylstyrene.
2. Pigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 2, Class B.
3. Pigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 2, Class A.
4. Non-pigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 1, Class B.
5. Non-pigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 1, Class A.
6. Non-pigmented curing compound with fugitive dye conforming to the requirements in ASTM Designation: C 309, Type 1-D, Class A.

- The infrared scan for the dried vehicle from curing compound (1) shall match the infrared scan on file at the Transportation Laboratory.

- The loss of water for each type of curing compound, when tested in conformance with the requirements in California Test 534, shall not be more than 0.15-kg/m<sup>2</sup> in 24 hours.

- The curing compound to be used will be specified elsewhere in these specifications or in the special provisions.

- When the use of curing compound is required or permitted elsewhere in these specifications or in the special provisions and no specific kind is specified, any of the curing compounds listed above may be used.

- Curing compound shall be applied at a nominal rate of 3.7 m<sup>2</sup>/L, unless otherwise specified.

- At any point, the application rate shall be within ±1.2 m<sup>2</sup>/L of the nominal rate specified, and the average application rate shall be within ±0.5 m<sup>2</sup>/L of the nominal rate specified when tested in conformance with the requirements in California Test 535. Runs, sags, thin areas, skips, or holidays in the applied curing compound shall be evidence that the application is not satisfactory.

- Curing compounds shall be applied using power operated spray equipment. The power operated spraying equipment shall be equipped with an operational pressure gage and a means of controlling the pressure. Hand spraying of small and irregular areas that are not reasonably accessible to mechanical spraying equipment, in the opinion of the Engineer, may be permitted.

- The curing compound shall be applied to the concrete following the surface finishing operation, immediately before the moisture sheen disappears from the surface, but before any drying shrinkage or craze cracks begin to appear. In the event of any drying or cracking of the surface, application of water with an atomizing nozzle as specified in Section 90-7.01A, "Water Method," shall be started immediately and shall be continued until application of the compound is resumed or started; however, the compound shall not be applied over any resulting freestanding water. Should the film of compound be damaged from any cause before the expiration of 7 days after the concrete is placed in the case of structures and 72 hours in the case of pavement, the damaged portion shall be repaired immediately with additional compound.

- At the time of use, compounds containing pigments shall be in a thoroughly mixed condition with the pigment uniformly dispersed throughout the vehicle. A paddle shall be used to loosen all settled pigment from the bottom of the container, and a power driven agitator shall be used to disperse the pigment uniformly throughout the vehicle.

- Agitation shall not introduce air or other foreign substance into the curing compound.

- The manufacturer shall include in the curing compound the necessary additives for control of sagging, pigment settling, leveling, de-emulsification, or other requisite qualities of a satisfactory working material. Pigmented curing compounds shall be manufactured so that the pigment does not settle badly, does not cake or thicken in the container, and does not become granular or curdled. Settlement of pigment shall be a thoroughly wetted, soft, mushy mass permitting the complete and easy vertical penetration of a paddle. Settled pigment shall be easily redispersed, with minimum resistance to the sideways manual motion of the paddle across the bottom of the container, to form a smooth uniform product of the proper consistency.

- Curing compounds shall remain sprayable at temperatures above 4°C and shall not be diluted or altered after manufacture.

- The curing compound shall be packaged in clean 1040-L totes, 210-L barrels or 19-L pails shall be supplied from a suitable storage tank located at the jobsite. The containers shall comply with "Title 49, Code of Federal Regulations, Hazardous Materials Regulations." The 1040-L totes and the 210-L barrels shall have removable lids and airtight fasteners. The 19-L pails shall be round and have standard full open head and bail. Lids with bungholes shall not be permitted. Settling or separation of solids in containers, except tanks, must be completely redispersed with low speed mixing prior to use, in conformance with these specifications and the manufacturer's recommendations. Mixing shall be accomplished either manually by use of a paddle or by use of a mixing blade driven by a drill motor, at low speed. Mixing blades shall be the type used for mixing paint. On site storage tanks shall be kept clean and free of contaminants. Each tank shall have a permanent system designed to completely redisperse settled material without introducing air or other foreign substances.

- Steel containers and lids shall be lined with a coating that will prevent destructive action by the compound or chemical agents in the air space above the compound. The coating shall not come off the container or lid as skins. Containers shall be filled in a manner that will prevent skinning. Plastic containers shall not react with the compound.

- Each container shall be labeled with the manufacturer's name, kind of curing compound, batch number, volume, date of manufacture, and volatile organic compound (VOC) content. The label shall also warn that the curing compound containing pigment shall be well stirred before use. Precautions concerning the handling and the application of curing compound shall be shown on the label of the curing compound containers in conformance with the Construction Safety Orders and General Industry Safety Orders of the State of California.

- Containers of curing compound shall be labeled to indicate that the contents fully comply with the rules and regulations concerning air pollution control in the State of California.

- When the curing compound is shipped in tanks or tank trucks, a shipping invoice shall accompany each load. The invoice shall contain the same information as that required herein for container labels.

- Curing compound will be sampled by the Engineer at the source of supply or at the jobsite or at both locations.

- Curing compound shall be formulated so as to maintain the specified properties for a minimum of one year. The Engineer may require additional testing before use to determine compliance with these specifications if the compound has not been used within one year or whenever the Engineer has reason to believe the compound is no longer satisfactory.

- Tests will be conducted in conformance with the latest ASTM test methods and methods in use by the Transportation Laboratory.

#### **90-7.01C Waterproof Membrane Method**

- The exposed finished surfaces of concrete shall be sprayed with water, using a nozzle that so atomizes the flow that a mist and not a spray is formed, until the concrete has set, after which the curing membrane shall be placed. The curing membrane shall remain in place for a period of not less than 72 hours.

- Sheeting material for curing concrete shall conform to the requirements in AASHTO Designation: M 171 for white reflective materials.

- The sheeting material shall be fabricated into sheets of such width as to provide a complete cover for the entire concrete surface. Joints in the sheets shall be securely cemented together in such a manner as to provide a waterproof joint. The joint seams shall have a minimum lap of 100 mm.

- The sheets shall be securely weighted down by placing a bank of earth on the edges of the sheets or by other means satisfactory to the Engineer.

- Should any portion of the sheets be broken or damaged before the expiration of 72 hours after being placed, the broken or damaged portions shall be immediately repaired with new sheets properly cemented into place.

- Sections of membrane that have lost their waterproof qualities or have been damaged to such an extent as to render them unfit for curing the concrete shall not be used.

#### **90-7.01D Forms-In-Place Method**

- Formed surfaces of concrete may be cured by retaining the forms in place. The forms shall remain in place for a minimum period of 7 days after the concrete has been placed, except that for members over 0.5-m in least dimension the forms shall remain in place for a minimum period of 5 days.

- Joints in the forms and the joints between the end of forms and concrete shall be kept moisture tight during the curing period. Cracks in the forms and cracks between the forms and the concrete shall be resealed by methods subject to the approval of the Engineer.

#### **90-7.02 CURING PAVEMENT**

- The entire exposed area of the pavement, including edges, shall be cured by the waterproof membrane method, or curing compound method using curing compound (1) or (2) as the Contractor may elect. Should the side forms be removed before the expiration of 72 hours following the start of curing, the exposed pavement edges shall also be cured. If the pavement is cured by means of the curing compound method, the sawcut and all portions of the curing compound that have been disturbed by sawing operations shall be restored by spraying with additional curing compound.

- Curing shall commence as soon as the finishing process provided in Section 40-1.10, "Final Finishing," has been completed. The method selected shall conform to the provisions in Section 90-7.01, "Methods of Curing."

- When the curing compound method is used, the compound shall be applied to the entire pavement surface by mechanical sprayers. Spraying equipment shall be of the fully atomizing type equipped with a tank agitator that provides for continual agitation of the curing compound during the time of application. The spray shall be adequately protected against wind, and the nozzles shall be so oriented or moved mechanically transversely as to result in the minimum specified rate of coverage being applied uniformly on exposed faces. Hand spraying of small and irregular areas, and areas inaccessible to mechanical spraying equipment, in the opinion of the Engineer, will be permitted. When the ambient air temperature is above 15°C, the Contractor shall fog the surface of the concrete with a fine spray of water as specified in Section 90-7.01A, "Water Method." The surface of the pavement shall be kept moist between the hours of 10:00 a.m. and 4:30 p.m. on the day the concrete is placed. However, the fogging done after the curing compound has been applied shall not begin until the compound has set sufficiently to prevent displacement. Fogging shall be discontinued if ordered in writing by the Engineer.

#### **90-7.03 CURING STRUCTURES**

- Newly placed concrete for cast-in-place structures, other than highway bridge decks, shall be cured by the water method, the forms-in-place method, or, as permitted herein, by the curing compound method, in conformance with the provisions in Section 90-7.01, "Methods of Curing."

- The curing compound method using a pigmented curing compound may be used on concrete surfaces of construction joints, surfaces that are to be buried underground, and surfaces where only Ordinary Surface Finish is to be applied and on which a uniform color is not required and that will not be visible from a public traveled way. If the Contractor elects to use the curing compound method on the bottom slab of box girder spans, the curing compound shall be curing compound (1).

- The top surface of highway bridge decks shall be cured by both the curing compound method and the water method. The curing compound shall be curing compound (1).

- Concrete surfaces of minor structures, as defined in Section 51-1.02, "Minor Structures," shall be cured by the water method, the forms-in-place method or the curing compound method.

- When deemed necessary by the Engineer during periods of hot weather, water shall be applied to concrete surfaces being cured by the curing compound method or by the forms-in-place method, until the Engineer determines that a cooling effect is no longer required. Application of water for this purpose will be paid for as extra work as provided in Section 4-1.03D, "Extra Work."

#### **90-7.04 CURING PRECAST CONCRETE MEMBERS**

- Precast concrete members shall be cured in conformance with any of the methods specified in Section 90-7.01, "Methods of Curing." Curing shall be provided for the minimum time specified for each method or until the concrete reaches its design strength, whichever is less. Steam curing may also be used for precast members and shall conform to the following provisions:

- A. After placement of the concrete, members shall be held for a minimum 4-hour presteaming period. If the ambient air temperature is below 10°C, steam shall be applied during the presteaming period to hold the air surrounding the member at a temperature between 10°C and 32°C.
- B. To prevent moisture loss on exposed surfaces during the presteaming period, members shall be covered as soon as possible after casting or the exposed surfaces shall be kept wet by fog spray or wet blankets.
- C. Enclosures for steam curing shall allow free circulation of steam about the member and shall be constructed to contain the live steam with a minimum moisture loss. The use of tarpaulins or similar flexible covers will be permitted, provided they are kept in good repair and secured in such a manner as to prevent the loss of steam and moisture.
- D. Steam at the jets shall be at low pressure and in a saturated condition. Steam jets shall not impinge directly on the concrete, test cylinders, or forms. During application of the steam, the temperature rise within the enclosure shall

not exceed 22°C per hour. The curing temperature throughout the enclosure shall not exceed 65°C and shall be maintained at a constant level for a sufficient time necessary to develop the required transfer strength. Control cylinders shall be covered to prevent moisture loss and shall be placed in a location where temperature is representative of the average temperature of the enclosure.

- E. Temperature recording devices that will provide an accurate, continuous, permanent record of the curing temperature shall be provided. A minimum of one temperature recording device per 60 m of continuous bed length will be required for checking temperature.
- F. Members in pretension beds shall be detensioned immediately after the termination of steam curing while the concrete and forms are still warm, or the temperature under the enclosure shall be maintained above 15°C until the stress is transferred to the concrete.
- G. Curing of precast concrete will be considered completed after termination of the steam curing cycle.

#### **90-7.05 CURING PRECAST PRESTRESSED CONCRETE PILES**

- Newly placed concrete for precast prestressed concrete piles shall be cured in conformance with the provisions in Section 90-7.04, "Curing Precast Concrete Members," except that piles in a corrosive environment shall be cured as follows:
  - A. Piles shall be either steam cured or water cured. If water curing is used, the piles shall be kept continuously wet by the application of water in conformance with the provisions in Section 90-7.01A, "Water Method."
  - B. If steam curing is used, the steam curing provisions in Section 90-7.04, "Curing Precast Concrete Members," shall apply except that the piles shall be kept continuously wet for their entire length for a period of not less than 3 days, including the holding and steam curing periods.

#### **90-7.06 CURING SLOPE PROTECTION**

- Concrete slope protection shall be cured in conformance with any of the methods specified in Section 90-7.01, "Methods of Curing."
- Concreted-rock slope protection shall be cured in conformance with any of the methods specified in Section 90-7.01, "Methods of Curing," or with a blanket of earth kept wet for 72 hours, or by sprinkling with a fine spray of water every 2 hours during the daytime for a period of 3 days.

#### **90-7.07 CURING MISCELLANEOUS CONCRETE WORK**

- Exposed surfaces of curbs shall be cured by pigmented curing compounds as specified in Section 90-7.01B, "Curing Compound Method."
- Concrete sidewalks, gutter depressions, island paving, curb ramps, driveways, and other miscellaneous concrete areas shall be cured in conformance with any of the methods specified in Section 90-7.01, "Methods of Curing."
- Shotcrete shall be cured for at least 72 hours by spraying with water, or by a moist earth blanket, or by any of the methods provided in Section 90-7.01, "Methods of Curing."
- Mortar and grout shall be cured by keeping the surface damp for 3 days.
- After placing, the exposed surfaces of sign structure foundations, including pedestal portions, if constructed, shall be cured for at least 72 hours by spraying with water, or by a moist earth blanket, or by any of the methods provided in Section 90-7.01, "Methods of Curing."

### **90-8 PROTECTING CONCRETE**

#### **90-8.01 GENERAL**

- In addition to the provisions in Section 7-1.16, "Contractor's Responsibility for the Work and Materials," the Contractor shall protect concrete as provided in this Section 90-8.
  - Concrete shall not be placed on frozen or ice-coated ground or subgrade nor on ice-coated forms, reinforcing steel, structural steel, conduits, precast members, or construction joints.
  - Under rainy conditions, placing of concrete shall be stopped before the quantity of surface water is sufficient to damage surface mortar or cause a flow or wash of the concrete surface, unless the Contractor provides adequate protection against damage.
  - Concrete that has been frozen or damaged by other causes, as determined by the Engineer, shall be removed and replaced by the Contractor at the Contractor's expense.

## **90-8.02 PROTECTING CONCRETE STRUCTURES**

- Structure concrete and shotcrete used as structure concrete shall be maintained at a temperature of not less than 7°C for 72 hours after placing and at not less than 4°C for an additional 4 days. When required by the Engineer, the Contractor shall submit a written outline of the proposed methods for protecting the concrete.

## **90-8.03 PROTECTING CONCRETE PAVEMENT**

- Pavement concrete shall be maintained at a temperature of not less than 4°C for 72 hours. When required by the Engineer, the Contractor shall submit a written outline of the proposed methods for protecting the concrete.

- Except as provided in Section 7-1.08, "Public Convenience," the Contractor shall protect concrete pavement against construction and other activities that abrade, scar, discolor, reduce texture depth, lower coefficient of friction, or otherwise damage the surface. Stockpiling, drifting, or excessive spillage of soil, gravel, petroleum products, and concrete or asphalt mixes on the surface of concrete pavement is prohibited unless otherwise specified in these specifications, the special provisions or permitted by the Engineer.

- When ordered by the Engineer or shown on the plans or specified in the special provisions, pavement crossings shall be constructed for the convenience of public traffic. The material and work necessary for the construction of the crossings, and their subsequent removal and disposal, will be paid for at the contract unit prices for the items of work involved and if there are no contract items for the work involved, payment for pavement crossings will be made by extra work as provided in Section 4-1.03D, "Extra Work.". Where public traffic will be required to cross over the new pavement, Type III portland cement may be used in concrete, if permitted in writing by the Engineer. The pavement may be opened to traffic as soon as the concrete has developed a modulus of rupture of 3.8 MPa. The modulus of rupture will be determined by California Test 523.

- No traffic or Contractor's equipment, except as hereinafter provided, will be permitted on the pavement before a period of 10 days has elapsed after the concrete has been placed, nor before the concrete has developed a modulus of rupture of at least 3.8 MPa. Concrete that fails to attain a modulus of rupture of 3.8 MPa within 10 days shall not be opened to traffic until directed by the Engineer.

- Equipment for sawing weakened plane joints will be permitted on the pavement as specified in Section 40-1.08B, "Weakened Plane Joints."

- When requested in writing by the Contractor, the tracks on one side of paving equipment will be permitted on the pavement after a modulus of rupture of 2.4 MPa has been attained, provided that:

- A. Unit pressure exerted on the pavement by the paver shall not exceed 135 kPa;
- B. Tracks with cleats, grousers, or similar protuberances shall be modified or shall travel on planks or equivalent protective material, so that the pavement is not damaged; and
- C. No part of the track shall be closer than 0.3-m from the edge of pavement.

- In case of visible cracking of, or other damage to the pavement, operation of the paving equipment on the pavement shall be immediately discontinued.

- Damage to the pavement resulting from early use of pavement by the Contractor's equipment as provided above shall be repaired by the Contractor at the Contractor's expense.

- The State will furnish the molds and machines for testing the concrete for modulus of rupture, and the Contractor, at the Contractor's expense, shall furnish the material and whatever labor the Engineer may require.

## **90-9 COMPRESSIVE STRENGTH**

### **90-9.01 GENERAL**

- Concrete compressive strength requirements consist of a minimum strength that shall be attained before various loads or stresses are applied to the concrete and, for concrete designated by strength, a minimum strength at the age of 28 days or at the age otherwise allowed in Section 90-1.01, "Description." The various strengths required are specified in these specifications or the special provisions or are shown on the plans.

- The compressive strength of concrete will be determined from test cylinders that have been fabricated from concrete sampled in conformance with the requirements of California Test 539. Test cylinders will be molded and initially field cured in conformance with California Test 540. Test cylinders will be cured and tested after receipt at the testing laboratory in conformance with the requirements of California Test 521. A strength test shall consist of the average strength of 2 cylinders fabricated from material taken from a single load of concrete, except that, if any cylinder should show evidence of improper sampling, molding, or testing, that cylinder shall be discarded and the strength test shall consist of the strength of the remaining cylinder.

- When concrete compressive strength is specified as a prerequisite to applying loads or stresses to a concrete structure or member, test cylinders for other than steam cured concrete will be cured in conformance with Method 1 of

California Test 540. The compressive strength of concrete determined for these purposes will be evaluated on the basis of individual tests.

- When concrete is designated by 28-day compressive strength rather than by cementitious material content, the concrete strength to be used as a basis for acceptance of other than steam cured concrete will be determined from cylinders cured in conformance with Method 1 of California Test 540. If the result of a single compressive strength test at the maximum age specified or allowed is below the specified strength but is 95 percent or more of the specified strength, the Contractor shall, at the Contractor's expense, make corrective changes, subject to approval of the Engineer, in the mix proportions or in the concrete fabrication procedures, before placing additional concrete, and shall pay to the State \$14 for each in-place cubic meter of concrete represented by the deficient test. If the result of a single compressive strength test at the maximum age specified or allowed is below 95 percent of the specified strength, but is 85 percent or more of the specified strength, the Contractor shall make the corrective changes specified above, and shall pay to the State \$20 for each in place cubic meter of concrete represented by the deficient test. In addition, such corrective changes shall be made when the compressive strength of concrete tested at 7 days indicates, in the judgment of the Engineer, that the concrete will not attain the required compressive strength at the maximum age specified or allowed. Concrete represented by a single test that indicates a compressive strength of less than 85 percent of the specified 28-day compressive strength will be rejected in conformance with the provisions in Section 6-1.04, "Defective Materials."

- If the test result indicates that the compressive strength at the maximum curing age specified or allowed is below the specified strength, but is 85 percent or more of the specified strength, payments to the State as required above shall be made, unless the Contractor, at the Contractor's expense, obtains and submits evidence acceptable to the Engineer that the strength of the concrete placed in the work meets or exceeds the specified 28-day compressive strength. If the test result indicates a compressive strength at the maximum curing age specified or allowed below 85 percent, the concrete represented by that test will be rejected, unless the Contractor, at the Contractor's expense, obtains and submits evidence acceptable to the Engineer that the strength and quality of the concrete placed in the work are acceptable. If the evidence consists of tests made on cores taken from the work, the cores shall be obtained and tested in conformance with the requirements in ASTM Designation: C 42.

- No single compressive strength test shall represent more than 250 m<sup>3</sup>.

- When a precast concrete member is steam cured, the compressive strength of the concrete will be determined from test cylinders that have been handled and stored in conformance with Method 3 of California Test 540. The compressive strength of steam cured concrete will be evaluated on the basis of individual tests representing specific portions of production. When the concrete is designated by 28-day compressive strength rather than by cementitious material content, the concrete shall be considered to be acceptable whenever its compressive strength reaches the specified 28-day compressive strength provided that strength is reached in not more than the maximum number of days specified or allowed after the member is cast.

- When concrete is specified by compressive strength, prequalification of materials, mix proportions, mixing equipment, and procedures proposed for use will be required prior to placement of the concrete. Prequalification shall be accomplished by the submission of acceptable certified test data or trial batch reports by the Contractor. Prequalification data shall be based on the use of materials, mix proportions, mixing equipment, procedures, and size of batch proposed for use in the work.

- Certified test data, in order to be acceptable, shall indicate that not less than 90 percent of at least 20 consecutive tests exceed the specified strength at the maximum number of cure days specified or allowed, and none of those tests are less than 95 percent of specified strength. Strength tests included in the data shall be the most recent tests made on concrete of the proposed mix design and all shall have been made within one year of the proposed use of the concrete.

- Trial batch test reports, in order to be acceptable, shall indicate that the average compressive strength of 5 consecutive concrete cylinders, taken from a single batch, at not more than 28 days (or the maximum age allowed) after molding shall be at least 4 MPa greater than the specified 28-day compressive strength, and no individual cylinder shall have a strength less than the specified strength at the maximum age specified or allowed. Data contained in the report shall be from trial batches that were produced within one year of the proposed use of specified strength concrete in the project. Whenever air-entrainment is required, the air content of trial batches shall be equal to or greater than the air content specified for the concrete without reduction due to tolerances.

- Tests shall be performed in conformance with either the appropriate California Test methods or the comparable ASTM test methods. Equipment employed in testing shall be in good condition and shall be properly calibrated. If the tests are performed during the life of the contract, the Engineer shall be notified sufficiently in advance of performing the tests in order to witness the test procedures.

- The certified test data and trial batch test reports shall include the following information:

- A. Date of mixing.
- B. Mixing equipment and procedures used.
- C. The size of batch in cubic meters and the mass, type, and source of all ingredients used.
- D. Penetration of the concrete.

- E. The air content of the concrete if an air-entraining admixture is used.
- F. The age at time of testing and strength of all concrete cylinders tested.

- Certified test data and trial batch test reports shall be signed by an official of the firm that performed the tests.
- When approved by the Engineer, concrete from trial batches may be used in the work at locations where concrete of a lower quality is required and the concrete will be paid for as the type or class of concrete required at that location.
  - After materials, mix proportions, mixing equipment, and procedures for concrete have been prequalified for use, additional prequalification by testing of trial batches will be required prior to making changes that, in the judgment of the Engineer, could result in a strength of concrete below that specified.
    - The Contractor's attention is directed to the time required to test trial batches and the Contractor shall be responsible for production of trial batches at a sufficiently early date so that the progress of the work is not delayed.
    - When precast concrete members are manufactured at the plant of an established manufacturer of precast concrete members, the mix proportions of the concrete shall be determined by the Contractor, and a trial batch and prequalification of the materials, mix proportions, mixing equipment, and procedures will not be required.

## **90-10 MINOR CONCRETE**

### **90-10.01 GENERAL**

- Concrete for minor structures, slope paving, curbs, sidewalks and other concrete work, when designated as minor concrete on the plans, in the specifications, or in the contract item, shall conform to the provisions specified herein.
- The Engineer, at the Engineer's discretion, will inspect and test the facilities, materials and methods for producing the concrete to ensure that minor concrete of the quality suitable for use in the work is obtained.

### **90-10.02 MATERIALS**

- Minor concrete shall conform to the following requirements:

#### **90-10.02A Cementitious Material**

- Cementitious material shall conform to the provisions in Section 90-1.01, "Description."

#### **90-10.02B Aggregate**

- Aggregate shall be clean and free from deleterious coatings, clay balls, roots, and other extraneous materials.
- The Contractor shall submit to the Engineer for approval, a grading of the combined aggregate proposed for use in the minor concrete. After acceptance of the grading, aggregate furnished for minor concrete shall conform to that grading, unless a change is authorized in writing by the Engineer.
  - The Engineer may require the Contractor to furnish periodic test reports of the aggregate grading furnished. The maximum size of aggregate used shall be at the option of the Contractor, but in no case shall the maximum size be larger than 37.5 mm or smaller than 19 mm.
    - The Engineer may waive, in writing, the gradation requirements in this Section 90-10.02B, if, in the Engineer's opinion, the furnishing of the gradation is not necessary for the type or amount of concrete work to be constructed.

#### **90-10.02C Water**

- Water used for washing, mixing, and curing shall be free from oil, salts, and other impurities that would discolor or etch the surface or have an adverse affect on the quality of the concrete.

#### **90-10.02D Admixtures**

- The use of admixtures shall conform to the provisions in Section 90-4, "Admixtures."

### **90-10.03 PRODUCTION**

- Cementitious material, water, aggregate, and admixtures shall be stored, proportioned, mixed, transported, and discharged in conformance with recognized standards of good practice that will result in concrete that is thoroughly and uniformly mixed, that is suitable for the use intended, and that conforms to requirements specified herein. Recognized standards of good practice are outlined in various industry publications such as are issued by American Concrete Institute, AASHTO, or the Department.
  - The cementitious material content of minor concrete shall conform to the provisions in Section 90-1.01, "Description."

- The amount of water used shall result in a consistency of concrete conforming to the provisions in Section 90-6.06, "Amount of Water and Penetration." Additional mixing water shall not be incorporated into the concrete during hauling or after arrival at the delivery point, unless authorized by the Engineer.

- Discharge of ready-mixed concrete from the transporting vehicle shall be made while the concrete is still plastic and before stiffening occurs. An elapsed time of 1.5 hours (one hour in non-agitating hauling equipment), or more than 250 revolutions of the drum or blades, after the introduction of the cementitious material to the aggregates, or a temperature of concrete of more than 32°C will be considered conditions contributing to the quick stiffening of concrete. The Contractor shall take whatever action is necessary to eliminate quick stiffening, except that the addition of water will not be permitted.

- The required mixing time in stationary mixers shall be not less than 50 seconds or more than 5 minutes.

- The minimum required revolutions at mixing speed for transit-mixed concrete shall be not less than that recommended by the mixer manufacturer, and shall be increased, if necessary, to produce thoroughly and uniformly mixed concrete.

- Each load of ready-mixed concrete shall be accompanied by a weighmaster certificate that shall be delivered to the Engineer at the discharge location of the concrete, unless otherwise directed by the Engineer. The weighmaster certificate shall be clearly marked with the date and time of day when the load left the batching plant and, if hauled in truck mixers or agitators, the time the mixing cycle started.

- A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," shall be furnished to the Engineer, prior to placing minor concrete from a source not previously used on the contract, stating that minor concrete to be furnished meets contract requirements, including minimum cementitious material content specified.

#### **90-10.04 CURING MINOR CONCRETE**

- Curing minor concrete shall conform to the provisions in Section 90-7, "Curing Concrete."

#### **90-10.05 PROTECTING MINOR CONCRETE**

- Protecting minor concrete shall conform to the provisions in Section 90-8, "Protecting Concrete," except the concrete shall be maintained at a temperature of not less than 4°C for 72 hours after placing.

#### **90-10.06 MEASUREMENT AND PAYMENT**

- Minor concrete will be measured and paid for in conformance with the provisions specified in the various sections of these specifications covering concrete construction when minor concrete is specified in the specifications, shown on the plans, or indicated by contract item in the Engineer's Estimate.

### **90-11 MEASUREMENT AND PAYMENT**

#### **90-11.01 MEASUREMENT**

- Portland cement concrete will be measured in conformance with the provisions specified in the various sections of these specifications covering construction requiring concrete.

- When it is provided that concrete will be measured at the mixer, the volume in cubic meters shall be computed as the total mass of the batch in kilograms divided by the density of the concrete in kilograms per cubic meter. The total mass of the batch shall be calculated as the sum of all materials, including water, entering the batch. The density of the concrete will be determined in conformance with the requirements in California Test 518.

#### **90-11.02 PAYMENT**

- Portland cement concrete will be paid for in conformance with the provisions specified in the various sections of these specifications covering construction requiring concrete.

- Full compensation for furnishing and incorporating admixtures required by these specifications or the special provisions will be considered as included in the contract prices paid for the concrete involved and no additional compensation will be allowed therefor.

- Should the Engineer order the Contractor to incorporate any admixtures in the concrete when their use is not required by these specifications or the special provisions, furnishing the admixtures and adding them to the concrete will be paid for as extra work as provided in Section 4-1.03D, "Extra Work."

- Should the Contractor use admixtures in conformance with the provisions in Section 90-4.05, "Optional Use of Chemical Admixtures," or Section 90-4.07, "Optional Use of Air-entraining Admixtures," or should the Contractor request and obtain permission to use other admixtures for the Contractor's benefit, the Contractor shall furnish those admixtures and incorporate them into the concrete at the Contractor's expense and no additional compensation will be allowed therefor.

## SECTION 91: PAINT

Issue Date: November 18, 2005

Section 91-3, "Paints for Timber," of the Standard Specifications is amended to read:

### 91-3 PAINTS FOR TIMBER

#### 91-3.01 WOOD PRIMER, LATEX-BASE

**Classification:**

- This specification covers a ready-mixed priming paint for use on unpainted wood or exterior woodwork. It shall conform with the requirements in the Detailed Performance Standards of the Master Painters Institute (MPI) for exterior wood primers, and be listed on the Exterior Latex Wood Primer MPI List Number 6.

#### 91-3.02 PAINT; LATEX-BASE FOR EXTERIOR WOOD, WHITE AND TINTS

**Classification:**

- This specification covers a ready-mixed paint for use on wood surfaces subject to outside exposures. This paint shall conform to the requirements in the Detailed Performance Standards of the Master Painters Institute (MPI) for Paint, Latex, Exterior, and shall be listed on the following MPI Approved Products List:

- A. Exterior Latex, Flat MPI Gloss Level 1, MPI List Number 10.
- B. Exterior Latex, Semi-Gloss, MPI Gloss Level 5, MPI List Number 11.
- C. Exterior Latex, Gloss, MPI Gloss Level 6, MPI List Number 119.

- Unpainted wood shall first be primed with wood primer conforming to the provisions in Section 91-3.01, "Wood Primer, Latex-Base."

Section 91-4, "Miscellaneous Paints," of the Standard Specifications is amended to read:

### 91-4 MISCELLANEOUS PAINTS

#### 91-4.01 THROUGH 91-4.04 (BLANK)

#### 91-4.05 PAINT; ACRYLIC EMULSION, EXTERIOR WHITE AND LIGHT AND MEDIUM TINTS

**Classification:**

- This specification covers an acrylic emulsion paint designed for use on exterior masonry. This paint shall conform to the requirements in the Detailed Performance Standards of the Master Painters Institute (MPI) for Paint, Latex, Exterior, and shall be listed on the following MPI Approved Products Lists:

- A. Exterior Latex, Flat MPI Gloss Level 1, MPI List Number 10.
- B. Exterior Latex, Semi-Gloss, MPI Gloss Level 5, MPI List Number 11.
- C. Exterior Latex, Gloss, MPI Gloss Level 6, MPI List Number 119.

- This paint may be tinted by using "universal" or "all purpose" concentrates.

## SECTION 92: ASPHALTS

Issue Date: November 18, 2005

Section 92, "Asphalts," of the Standard Specifications is amended to read:

#### 92-1.01 DESCRIPTION

- Asphalt shall consist of refined petroleum or a mixture of refined liquid asphalt and refined solid asphalt, prepared from crude petroleum. Asphalt shall be:

- A. Free from residues caused by the artificial distillation of coal, coal tar, or paraffin.
- B. Free from water.
- C. Homogeneous.

## **92-1.02 MATERIALS**

### **92-1.02(A) General**

• The Contractor shall furnish asphalt under the Department's "Certification Program for Suppliers of Asphalt." The Department maintains the program requirements, procedures, and a list of approved suppliers at:

<http://www.dot.ca.gov/hq/esc/Translab/fpmcoc.htm>

- The Contractor shall ensure the safe transportation, storage, use, and disposal of asphalt.
- The Contractor shall prevent the formation of carbonized particles caused by overheating asphalt during manufacturing or construction.

### **92-1.02(B) Grades**

- Performance graded (PG) asphalt binder shall conform to the following:

Performance Graded Asphalt Binder

Property	AASHTO Test Method	Specification				
		Grade				
		PG 58-22 <sup>a</sup>	PG 64-10	PG 64-16	PG 64-28	PG 70-10
Original Binder						
Flash Point, Minimum °C	T48	230	230	230	230	230
Solubility, Minimum % <sup>b</sup>	T44	99	99	99	99	99
Viscosity at 135°C, <sup>c</sup> Maximum, Pa·s	T316	3.0	3.0	3.0	3.0	3.0
Dynamic Shear, Test Temp. at 10 rad/s, °C Minimum G*/sin(delta), kPa	T315	58 1.00	64 1.00	64 1.00	64 1.00	70 1.00
RTFO Test, <sup>e</sup> Mass Loss, Maximum, %	T240	1.00	1.00	1.00	1.00	1.00
RTFO Test Aged Binder						
Dynamic Shear, Test Temp. at 10 rad/s, °C Minimum G*/sin(delta), kPa	T315	58 2.20	64 2.20	64 2.20	64 2.20	70 2.20
Ductility at 25°C Minimum, cm	T51	75	75	75	75	75
PAV <sup>f</sup> Aging, Temperature, °C	R28	100	100	100	100	110
RTFO Test and PAV Aged Binder						
Dynamic Shear, Test Temp. at 10 rad/s, °C Maximum G*/sin(delta), kPa	T315	22 <sup>d</sup> 5000	31 <sup>d</sup> 5000	28 <sup>d</sup> 5000	22 <sup>d</sup> 5000	34 <sup>d</sup> 5000
Creep Stiffness, Test Temperature, °C Maximum S-value, Mpa Minimum M-value	T313	-12 300 0.300	0 300 0.300	-6 300 0.300	-18 300 0.300	0 300 0.300

Notes:

- a. For use as asphalt rubber base stock for high mountain and high desert area.
  - b. The Engineer will waive this specification if the supplier is a Quality Supplier as defined by the Department's "Certification Program for Suppliers of Asphalt."
  - c. The Engineer will waive this specification if the supplier certifies the asphalt binder can be adequately pumped and mixed at temperatures meeting applicable safety standards.
  - d. Test the sample at 3°C higher if it fails at the specified test temperature. G\*/sin(delta) shall remain 5000 kPa maximum.
  - e. "RTFO Test" means the asphaltic residue obtained using the Rolling Thin Film Oven Test, AASHTO Test Method T240 or ASTM Designation: D 2872.
  - f. "PAV" means Pressurized Aging Vessel.
- Performance based asphalt (PBA) binder shall conform to the following:

Performance Based Asphalt Binder

Property	AASHTO Test Method	Specification			
		Grade			
		PBA 6a	PBA 6a(mod)	PBA 6b	PBA 7
Absolute Viscosity (60°C), Pa·s(x10 <sup>-1</sup> ) <sup>a</sup> Original Binder, Minimum RTFO Aged Residue <sup>b</sup> , Minimum	T202	2000 5000	2000 5000	2000 5000	1100 3000
Kinematic Viscosity (135°C), m <sup>2</sup> /s(x10 <sup>-6</sup> ) Original Binder, Maximum RTFO Aged Residue, Minimum	T201	2000 275	2000 275	2000 275	2000 275
Absolute Viscosity Ratio (60°C), Maximum RTFO Test Visc./Orig. Visc.	—	4.0	4.0	4.0	4.0
Flash Point, Cleveland Open Cup, °C, <sup>d</sup> Original Binder, Minimum	T48	232	232	232	232
Mass Loss After RTFO Test, %	T240	0.60	0.60	0.60	0.60
Solubility in Trichloroethylene, % <sup>c</sup> Original Binder, Minimum	T44	Report	Report	Report	Report
Ductility (25°C, 5 cm/min), cm RTFO Test Aged Residue <sup>b</sup> , Minimum	T51	60	60	60	75
On RTFO Test Aged Residue, °C: 1 to 10 rad/sec: SSD ≥ 0 and Phase Angle (at 1 rad/sec) < 72°	r	—	35	—	—
On Residue from PAV <sup>g</sup> at temp., °C Or Residue from Tilt Oven <sup>f</sup> (@113°C), hours	R28	100 36	100 36	100 36	110 72
<sup>e</sup> SSD ≥ -115(SSV)-50.6, °C	r	—	—	—	25
Stiffness, Test Temperature, °C Maximum S-value, MPa Minimum M-value	T313	-24 300 0.300	-24 300 0.300	-30 300 0.300	-6 300 0.300

Notes:

- Absolute viscosity (60°C) will be determined at one sec<sup>-1</sup> using ASTM Designation: D 4957 with Asphalt Institute vacuum capillary viscometers.
- "RTFO Aged Residue" means the asphaltic residue obtained using the Rolling Thin Film Oven Test (RTFO Test), AASHTO Test Method T240 or ASTM Designation: D 2872.
- There is no requirement; however results of the test shall be part of the certified copy of test results furnished with the Certificate of Compliance.
- "Residue from Tilt Oven " means the asphalt obtained using California Test 374, Method B, "Method for Determining Asphalt Durability Using the California Tilt-Oven Durability Test."
- "SSD" means Shear Susceptibility of Delta; "SSV" means Shear Susceptibility of Viscosity.
- California Test 381.
- "PAV" means Pressurized Aging Vessel.

**92-1.02(C) Sampling**

- The Contractor shall provide a sampling device in the asphalt feed line connecting the plant storage tanks to the asphalt weighing system or spray bar. The sampling device shall be accessible between 600 mm and 750 mm above the platform. The Contractor shall provide a receptacle for flushing the sampling device.
  - The sampling device shall include a valve:
    - With a diameter between 10 mm and 20 mm.
    - Manufactured in a manner that a one-liter sample may be taken slowly at any time during plant operations.
    - Maintained in good condition.

- The Contractor shall replace failed valves.
- In the presence of the Engineer, the Contractor will take 2 one-liter samples per operating day. The Contractor shall provide round, friction top, one-liter containers for storing samples.

### **92-1.03 APPLYING ASPHALT**

- Unless otherwise specified, the Contractor shall heat and apply asphalt in conformance with the provisions in Section 93, "Liquid Asphalts."
- The Contractor shall apply paving asphalt at a temperature between 120°C and 190°C. The Engineer will determine the exact temperature of paving asphalt.

### **92-1.04 MEASUREMENT**

- If asphalt is paid as a contract work item on a mass basis, the Department will measure asphalt by the tonne under the provisions for determining the mass for payment of liquid asphalt in Section 93, "Liquid Asphalt."
- The Engineer will determine the mass of asphalt from volumetric measurements if the Contractor:

A. Uses partial loads of asphalt.

B. Uses asphalt at locations other than a mixing plant and no suitable scales are available within 35 km.

C. Delivers asphalt meeting either of the following:

1. In calibrated trucks and each tank is accompanied by its measuring stick and calibration card.
2. In trucks equipped with a calibrated thermometer that determines the asphalt temperature at the time of delivery and equipped with a vehicle tank meter meeting Section 9-1.01, "Measurement of Quantities," for weighing, measuring, and metering devices.

- If the Contractor furnishes asphalt concrete from a mixing plant producing material for only one project, the Department will determine the amount of asphalt from volumetric measurements by measuring the amount in the tank at the start and the end of the project provided the tank is calibrated and equipped with its measuring stick and calibration card. The Engineer will determine pay quantities in conformance with the following:

- A. Before converting the volume to mass, the Engineer will reduce the volume measured to that which the asphalt would occupy at 15°C.
- B. The Engineer will use 981 L/tonne and 1020 g/L for the average weight and volume for both PG and PBA grades of asphalt at 15°C.
- C. The Engineer will use the Conversion Table in Section 93, "Liquid Asphalts."

## **SECTION 93: LIQUID ASPHALTS**

Issue Date: November 18, 2005

The ninth paragraph of Section 93-1.04, "Measurement," of the Standard Specifications is amended to read:

- The following Legend and Conversion Table is to be used for converting volumes of liquid asphalt products, Grades 70 to 3000, inclusive, and paving asphalt Grades PG 58-22, PG 64-10, PG 64-16, PG 64-28, and PG 70-10, and Grades PBA 6a, PBA 6a (mod), PBA 6b, and PBA 7.

# **END OF AMENDMENTS**

## **SECTION 2. PROPOSAL REQUIREMENTS AND CONDITIONS**

### **2-1.01 GENERAL**

The bidder's attention is directed to the provisions in Section 2, "Proposal Requirements and Conditions," of the Standard Specifications and these special provisions for the requirements and conditions which the bidder must observe in the preparation of the proposal form and the submission of the bid.

The bidder shall complete the "List of Subcontractors" form in the Proposal and Contract book, listing the name, address, and portion of work to be performed by each subcontractor listed. In addition to the subcontractors required to be listed in conformance with Section 2-1.054, "Required Listing of Proposed Subcontractors," of the Standard Specifications, the bidder

shall list on this form each first tier Disabled Veteran Business Enterprise subcontractor to be used for credit in meeting the goal. A first tier subcontractor is one to whom the bidder proposes to directly subcontract portions of the work.

The Bidder's Bond form mentioned in the last paragraph in Section 2-1.07, "Proposal Guaranty," of the Standard Specifications will be found following the signature page of the Proposal.

Submit request for substitution of an "or equal" item, and the data substantiating the request to the Department of Transportation, P.O. Box 911, Marysville, CA 95901, Attn: NRCO/Contract Administration Engineer, so that the request is received by the Department by close of business on the fourth day, not including Saturdays, Sundays and legal holidays, following bid opening.

In conformance with Public Contract Code Section 7106, a Noncollusion Affidavit is included in the Proposal. Signing the Proposal shall also constitute signature of the Noncollusion Affidavit.

Failure of the bidder to fulfill the requirements of the Special Provisions for submittals required to be furnished after bid opening, (including but not limited to DVBE submittals, and escrowed bid documents or prequalification materials when required), may subject the bidder to a determination of the bidder's responsibility in the event it is the apparent low bidder on any subsequent public works contracts.

## **2-1.02 DISABLED VETERAN BUSINESS ENTERPRISE (DVBE)**

It is the policy of the Department that Disabled Veteran Business Enterprises (DVBEs) shall be provided the opportunity for full participation in the performance of contracts financed solely with state funds. The Contractor shall take all necessary and reasonable steps to ensure that DVBEs have such opportunity to participate in the performance of this contract. The Contractor shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of subcontracts.

It is the bidder's responsibility to make a sufficient portion of the work available to subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DVBE subcontractors and suppliers, so as to assure meeting the goal for DVBE participation or to provide information to establish that, prior to bidding, the bidder made good faith efforts to do so.

Section 999, et seq., of the Military and Veterans Code sets forth requirements for DVBE participation goals, summarized as follows:

- A. "Disabled Veteran Business Enterprise" (DVBE) means a business concern certified as a DVBE by the Office of Small Business and DVBE Services, Department of General Services.
- B. DVBEs must be certified on the date bids for the project are opened before credit may be allowed toward the DVBE goal. It is the Contractor's responsibility to verify that DVBEs are certified.
- C. The disabled veteran business owner must be domiciled in the State of California.
- D. A DVBE may participate as a prime contractor, as a subcontractor, as a joint venture partner with a prime or subcontractor, or as a vendor of material or supplies.
- E. The DVBE must perform a commercially useful function, that is, be responsible for the execution of a distinct element of the work and carry out its responsibility by actually performing, managing, or supervising the work. An extra participant will not be considered to perform a commercially useful function.
- F. Credit for DVBE prime contractors will be 100 percent of the contract price.
- G. Credit for participation of a DVBE subcontractor, supplier, or broker will be 100 percent provided such DVBE is performing a commercially useful function.
- H. A DVBE broker shall submit the required declarations and federal tax returns at the time of performance.

Failure to carry out the requirements of Section 999, et seq., of the Military and Veterans Code shall constitute a material breach of this contract and may result in termination of the contract or other remedy the Department deems appropriate.

A DVBE joint venture partner must be responsible for specific contract items of work, or portions thereof. The DVBE joint venture partner must share in the ownership, control, management responsibilities, risks, and profits of the joint venture. The DVBE joint venture must submit the joint venture agreement with the Caltrans Bidder DVBE Information form required in Section 2-1.04, "Submission of DVBE Information," elsewhere in these special provisions.

Section 10115 of the Public Contract Code requires the Department to establish a goal for Disabled Veteran Business Enterprise (DVBE) participation in contracts.

### **2-1.02A DVBE GOAL FOR THIS PROJECT**

#### **The Disabled Veteran Business Enterprise (DVBE) participation goal for this project: 3 percent.**

The Office of Small Business and DVBE Services, Department of General Services, is located at 707 Third Street, West Sacramento, CA 95605. It may be contacted at (800) 559-5529 or (916) 375-4940 or its internet web site at <http://www.pd.dgs.ca.gov/smbus/default.htm> for program information.

## **2-1.02B SUBMISSION OF DVBE INFORMATION**

The required DVBE information shall be submitted on the "CALTRANS BIDDER - DVBE INFORMATION" form included in the Proposal. If this information is not submitted with the bid, the DVBE information forms shall be removed from the documents prior to submitting the bid.

If the DVBE information is not submitted with the bid, the apparent successful bidder (low bidder), the second low bidder and the third low bidder shall submit the DVBE information to the Department of Transportation, 1120 N Street, Room 0200, MS #26, Sacramento, California 95814 so the information is received by the Department no later than 4:00 p.m. on the fourth day, not including Saturdays, Sundays and legal holidays, following bid opening. Failure to submit the required DVBE information by the time specified will be grounds for finding the bid or proposal nonresponsive. Other bidders need not submit DVBE information unless requested to do so by the Department.

The bidder's DVBE information shall establish that either it met the goal or that, prior to bidding, it made good faith efforts to meet the goal. Information demonstrating that a good faith effort to meet the DVBE goal has been made by the bidder shall be submitted on the "DVBE INFORMATION GOOD FAITH EFFORTS" form included in the Proposal.

Bidders are cautioned that even though their submittal indicates they will meet the stated DVBE goal, their submittal should also include their good faith efforts information along with their DVBE goal information to protect their eligibility for award of the contract in the event the Department, in its review, finds that the goal has not been met.

The bidder's DVBE information shall include the names of all DVBE firms that will participate, with a complete description of work or supplies to be provided by each and the dollar value of each DVBE transaction. When 100 percent of a contract item of work is not to be performed or furnished by a DVBE, a description of the exact portion of that work to be performed or furnished by that DVBE shall be included in the DVBE information, including the planned location of that work.

A bidder shall be deemed to have made good faith efforts if, within the time specified by the Department, it submits documentary evidence that all of the following actions were taken:

- A. Contact was made with the Office of Small Business and DVBE services, Department of General Services or their web site at <http://www.pd.dgs.ca.gov/smbus/default.htm> to identify Disabled Veteran Business Enterprises.
- B. Advertising was published in trade media and media focusing on Disabled Veteran Business Enterprises, unless time limits imposed by the Department do not permit that advertising.
- C. Invitations to bid were submitted to potential Disabled Veteran Business Enterprise contractors.
- D. Available Disabled Veteran Business Enterprises were considered.

## **2-1.03 SMALL BUSINESS AND NON-SMALL BUSINESS SUBCONTRACTOR PREFERENCES**

Attention is directed to the Small Business Procurement and Contract Act, Government Code Section 14835, et seq. and to the Small Business regulations at Title 2, California Code of Regulations, Section 1896, et seq.

Bidders, subcontractors, and suppliers who wish to be certified as Small Businesses under the provisions of those laws and regulations, shall be certified as Small Business by the Office of Small Business and DVBE Services, Department of General Services, 707 Third Street, West Sacramento, CA 95605.

Attention is directed to "Award and Execution of Contract" of these special provisions.

### **2-1.03A SMALL BUSINESS PREFERENCE**

To request Small Business Preference, bidders shall fill out and sign the "Request for Small Business Preference and Non-small Business Subcontractor Preference" form in the Proposal and shall attach a copy of their Office of Small Business and DVBE Services small business certification letter to the form. The bidder's signature on the "Request for Small Business Preference" certifies that the bidder is certified as a Small Business at the time and day of bid opening or has applied for certification and is subsequently certified by the Department of General Services.

### **2-1.03B NON-SMALL BUSINESS SUBCONTRACTOR PREFERENCE**

To request Non-small Business Subcontractor Preference, bidders shall fill out and sign the "Request for Small Business Preference and Non-small Business Subcontractor Preference" form in the Proposal. The bidder's signature certifies that the bidder commits to subcontract at least 25 percent of its bid amount with one or more subcontractors or suppliers that are certified as Small Businesses.

The bidder shall also fill out the "CALTRANS BIDDER - SMALL BUSINESS SUBCONTRACTOR - INFORMATION" form. If the Small Business Subcontractor information is not submitted with the bid, the form shall be removed from the documents and submitted in the same time and manner specified for DVBE information in "Submission of DVBE Information" of these special provisions. The bidder shall attach a copy of the Office of Small Business and DVBE Services small business certification letter for each listed subcontractor or supplier, to the form. The listed subcontractors and suppliers shall be certified as Small Business at the time and day of bid opening or have applied for certification and are

subsequently certified by the Department of General Services. Each listed subcontractors or supplier shall be designated to perform a commercially useful function.

#### **2-1.04 CALIFORNIA COMPANY PREFERENCE**

Attention is directed to "Award and Execution of Contract" of these special provisions.

In conformance with the requirements of Section 6107 of the Public Contract Code, a "California company" will be granted a reciprocal preference for bid comparison purposes as against a nonresident contractor from any state that gives or requires a preference to be given contractors from that state on its public entity construction contracts.

A "California company" means a sole proprietorship, partnership, joint venture, corporation, or other business entity that was a licensed California contractor on the date when bids for the public contract were opened and meets one of the following:

- A. Has its principal place of business in California.
- B. Has its principal place of business in a state in which there is no local contractor preference on construction contracts.
- C. Has its principal place of business in a state in which there is a local contractor construction preference and the contractor has paid not less than \$5000 in sales or use taxes to California for construction related activity for each of the five years immediately preceding the submission of the bid.

To carry out the "California company" reciprocal preference requirements of Section 6107 of the Public Contract Code, all bidders shall fill out and sign the California Company Preference form in the Proposal. The bidder's signature on the California Company Preference form certifies, under penalty of perjury, that the bidder is or is not a "California company" and if not, the amount of the preference applied by the state of the nonresident Contractor.

A nonresident Contractor shall disclose any and all bid preferences provided to the nonresident Contractor by the state or country in which the nonresident Contractor has its principal place of business.

Proposals without the California Company Preference form filled out and signed may be rejected.

### **SECTION 3. AWARD AND EXECUTION OF CONTRACT**

The bidder's attention is directed to the provisions in Section 3, "Award and Execution of Contract," of the Standard Specifications and these special provisions for the requirements and conditions concerning award and execution of contract.

Bid protests are to be delivered to the following address: Department of Transportation, MS 43, Attn: Office Engineer, 1727 30th Street, Sacramento, CA 95816 or by facsimile to the Office Engineer at (916) 227-6282.

The award of the contract, if made, will be to the lowest responsible bidder whose proposal complies with all the requirements prescribed and who has met the goal for DVBE participation or has demonstrated, to the satisfaction of the Department, good faith efforts to do so.

The contract shall be executed by the successful bidder and shall be returned, together with the contract bonds, to the Department so that it is received within 10 days, not including Saturdays, Sundays and legal holidays, after the bidder has received the contract for execution. Failure to do so shall be just cause for forfeiture of the proposal guaranty. The executed contract documents shall be delivered to the following address: Department of Transportation MS 43, Attn: Office Engineer, 1727 30th Street, Sacramento, CA 95816.

A "Payee Data Record" form will be included in the contract documents to be executed by the successful bidder. The purpose of the form is to facilitate the collection of taxpayer identification data. The form shall be completed and returned to the Department by the successful bidder with the executed contract and contract bonds. For the purposes of the form, payee shall be deemed to mean the successful bidder. The form is not to be completed for subcontractors or suppliers. Failure to complete and return the "Payee Data Record" form to the Department as provided herein will result in the retention of 20 percent of payments due the contractor and penalties of up to \$20,000. This retention of payments for failure to complete the "Payee Data Record" form is in addition to any other retention of payments due the Contractor.

Attention is also directed to "Small Business and Non-small Business Subcontractor Preferences" of these special provisions.

A bidder who is certified as a Small Business by the Office of Small Business and DVBE Services, Department of General Services, will be allowed a preference in the award of this contract under the following conditions:

- A. The bidder filled out and signed the "Request for Small Business Preference and Non-small Business Subcontractor Preference" form, requesting Small Business preference, and attached a copy of its Office of Small Business and DVBE Services small business certification letter to the form; and
- B. The apparent low bidder is not certified as a Small Business.

A bidder who is not certified as a Small Business by the Office of Small Business and DVBE Services, Department of General Services, will be allowed a preference in the award of this contract under the following conditions:

- A. The bidder filled out and signed the "Request for Small Business Preference and Non-small Business Subcontractor Preference" form, requesting Non-small Business Subcontractor preference and notifying the Department that it commits to subcontract at least 25 percent of its bid amount with one or more Small Businesses, and submitted the "CALTRANS BIDDER – SMALL BUSINESS SUBCONTRACTOR – INFORMATION" form listing the subcontractors and suppliers it commits to subcontract with; and
- B. The apparent low bidder is not certified as a Small Business, and has not filled out and signed the "Request for Small Business Preference and Non-small Business Subcontractor Preference."

The small business preference will be a reduction in the bid submitted by the small business contractor, for bid comparison purposes, by an amount equal to 5 percent of the amount bid by the apparent low bidder, the amount not to exceed \$50,000. If this reduction results in the small business contractor becoming the low bidder, then the contract will be awarded to the small business contractor on the basis of the actual bid of the small business contractor notwithstanding the reduced bid price used for bid comparison purposes.

The Non-Small Business Subcontractor preference will be a reduction in the bid submitted by the Non-small Business contractor requesting the preference, for bid comparison purposes, by an amount equal to 5 percent of the amount bid by the apparent low bidder, the amount not to exceed \$50,000. If this reduction results in the Non-small Business contractor requesting the preference becoming the low bidder, or in a precise tie with a Non-small Business apparent low bidder not requesting the preference, then the contract will be awarded to the Non-small Business contractor requesting the preference on the basis of its actual bid notwithstanding the reduced bid price used for bid comparison purposes. Application of the Non-Small Business Subcontractor preference shall not result in the displacement of a Small Business in winning the award.

Attention is also directed to "California Company Preference" of these special provisions.

The amount of the California company reciprocal preference shall be equal to the amount of the preference applied by the state of the nonresident contractor with the lowest responsive bid, except where the "California company" is eligible for a California Small Business Preference or a California Non-small Business Subcontractor Preference, in which case the preference applied shall be the greater of the two, but not both.

If the bidder submitting the lowest responsive bid is not a "California company" and with the benefit of the reciprocal preference, a "California company's" responsive bid is equal to or less than the original lowest responsive bid, the "California company" will be awarded the contract at its submitted bid price except as provided below.

Small business bidders shall have precedence over nonsmall business bidders in that the application of the "California company" preference for which nonsmall business bidders may be eligible shall not result in the denial of the award to a small business bidder.

DVBE bidders shall have precedence over non-DVBE bidders in that in the event the application of the small business preference to more than one bidder results in a precise tie in the bid amounts used for comparison purposes, the award shall go to the DVBE that is also a small business. This precedence shall not apply to the application of the California company reciprocal preference.

#### **SECTION 4. BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES**

Attention is directed to the provisions in Sections 8-1.03, "Beginning of Work," 8-1.06, "Time of Completion," and 8-1.07, "Liquidated Damages," of the Standard Specifications, and these special provisions.

#### **SUBMITTALS**

The Contractor shall not begin construction activities at the project site until the following documents have been submitted by the Contractor, and accepted or approved by the Engineer:

Baseline Progress Schedule (Critical Path Method)  
Storm Water Pollution Prevention Plan  
Notification of Dispute Review Board nominee and disclosure statement

The Contractor shall not begin construction activities at the project site until the following documents have been submitted to the Engineer:

Notice of (all) Materials to be Used  
Lane Closure Contingency Plans

## **DELAYED START**

Working days shall begin **70** calendar days after the contract has been approved by the Attorney General, or the attorney appointed and authorized to represent the Department of Transportation. The Contractor may begin construction activities at the project site earlier than **70** calendar days after the contract has been approved but only after compliance is achieved with the requirements regarding submittal and acceptance or approval of the documents specified in this section. In the event of noncompliance regarding submittal and acceptance or approval of these documents, the Contractor shall be charged working days beginning **70** calendar days after the contract has been approved, and shall not be allowed to start construction activities at the project site until compliance is achieved.

The Contractor shall furnish the Engineer with a statement from the vendor that the order for the Nevada Irrigation District irrigation pipeline materials required for this contract has been received and accepted by the vendor; and the statement shall be furnished within 15 calendar days after the contract has been approved by the Attorney General, or the attorney appointed and authorized to represent the Department of Transportation. The statement shall give the date that the irrigation pipeline materials will be shipped. If the Contractor has the necessary materials on hand, the Contractor will not be required to furnish the vendor's statement.

The work shall be diligently prosecuted to completion before the expiration of **400 WORKING DAYS** beginning on the **seventieth** calendar day after approval of the contract.

The Contractor shall pay to the State of California the sum of \$8,900.00 per day, for each and every calendar day's delay in finishing the work in excess of **400 WORKING DAYS**.

The 72 hours advance notice before beginning work referred to in Section 8-1.03, "Beginning of Work," of the Standard Specifications is changed to 7 days advance notice for this project.

## **SECTION 5. GENERAL**

### **SECTION 5-1. MISCELLANEOUS**

#### **5-1.01 PLANS AND WORKING DRAWINGS**

When the specifications require working drawings to be submitted to the Division of Structure Design, the drawings shall be submitted to: Division of Structure Design, Documents Unit, Mail Station 9, 1801 30th Street, Sacramento, CA 95816, Telephone 916 227-8252.

#### **5-1.013 LINES AND GRADES**

Attention is directed to Section 5-1.07, "Lines and Grades," of the Standard Specifications.

Stakes or marks will be set by the Engineer in conformance with the requirements in Chapter 12, "Construction Surveys," of the Department's Surveys Manual.

#### **5-1.015 LABORATORY**

When a reference is made in the specifications to the "Laboratory," the reference shall mean Division of Engineering Services - Materials Engineering and Testing Services and Division of Engineering Services - Geotechnical Services of the Department of Transportation, or established laboratories of the various Districts of the Department, or other laboratories authorized by the Department to test materials and work involved in the contract. When a reference is made in the specifications to the "Transportation Laboratory," the reference shall mean Division of Engineering Services - Materials Engineering and Testing Services and Division of Engineering Services - Geotechnical Services, located at 5900 Folsom Boulevard, Sacramento, CA 95819, Telephone (916) 227-7000.

#### **5-1.017 CONTRACT BONDS**

Attention is directed to Section 3-1.02, "Contract Bonds," of the Standard Specifications and these special provisions.

The payment bond shall be in a sum not less than one hundred percent of the total amount payable by the terms of the contract.

#### **5-1.018 GUARANTEE**

##### **GENERAL**

The Contractor shall guarantee the work is in accordance with contract requirements and remains free from substantial defects in materials and workmanship for a period of one year after contract acceptance. For certain portions of the work where the Director relieves the Contractor of responsibility in accordance with Section 7-1.15, "Relief from Maintenance and Responsibility," of the Standard Specifications, the guarantee period starts on the relief date and ends one year therefrom.

Substantial defects in materials and workmanship means defective work objectively manifested by damaged, displaced, or missing parts or components; and workmanship resulting in improper function of materials, components, equipment, or systems, as installed or manufactured by the Contractor, subcontractor, supplier, or manufacturer.

During the guarantee period, the Contractor shall repair or replace contract work and associated work which is not in accordance with contract requirements or has substantial defects in materials and workmanship. The Contractor shall perform the corrective work with no expense to the Department other than State-provided field inspection services.

The guarantee of work excludes damage or displacement that is outside the control of the Contractor and caused by normal wear and tear, improper operation, insufficient maintenance, abuse, unauthorized modification, or natural disaster as described in Section 7-1.165, "Damage by Storm, Flood, Tsunami or Earthquake," of the Standard Specifications.

The Contractor shall have the same insurance coverage during corrective work operations as prior to contract acceptance, in accordance with Section 7-1.12, "Indemnification and Insurance," of the Standard Specifications.

The contract bonds furnished in accordance with Section 3-1.02, "Contract Bonds," of the Standard Specifications must remain in full force and effect during the guarantee period and until all corrective work is complete.

In the case of conflict between this guarantee provision and any warranty provision included in the contract, the warranty provision shall govern for the specific construction product or feature covered.

### **CORRECTIVE WORK**

During the guarantee period, the Department will monitor performance of the highway facilities completed by the Contractor and will perform a thorough review of the contract work at least 60 days before the expiration of the one-year guarantee.

If the Engineer discovers contract work not in compliance with contract requirements or that has substantial defects in materials and workmanship, at any time during the guarantee period, a list of items that require corrective work will be developed and forwarded to the Contractor. Within 15 days of receipt of a list, the Contractor shall submit to the Engineer a detailed plan for performing corrective work. The work plan shall include a start to finish schedule. It shall include a list of labor, equipment, materials, and any special services intended to be used. It shall clearly show related work including traffic control, temporary delineation, and permanent delineation.

The Contractor shall start the corrective and related work within 15 days of receiving notice from the Engineer that the Contractor's work plan is approved. The corrective work shall be diligently prosecuted and completed within the time allotted in the approved work plan.

If the Engineer determines that corrective work, covered by the guarantee, is urgently needed to prevent injury or property damage, the Engineer will give the Contractor a request to start emergency repair work and a list of items that require repair work. The Contractor shall mobilize within 24 hours and diligently perform emergency repair work on the damaged highway facilities. The Contractor shall submit a work plan within 5 days of starting emergency repair work.

If the Contractor fails to commence and execute, with due diligence, corrective work and related work required under the guarantee in the time allotted, the Engineer may proceed to have the work performed by State forces or other forces at the Contractor's expense. Upon demand, the Contractor shall pay all costs incurred by the Department for work performed by State forces or other forces including labor, equipment, material, and special services.

### **PAYMENT**

Full compensation for performing corrective work; and related work such as traffic control, temporary delineation, and permanent delineation, and to maintain insurance coverage and bonds, shall be considered as included in the contract prices paid for the various contract items of work and no separate payment will be made therefore.

### **5-1.019 COST REDUCTION INCENTIVE**

Attention is directed to Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications.

Prior to preparing a written cost reduction proposal, the Contractor shall request a meeting with the Engineer to discuss the proposal in concept. Items of discussion will also include permit issues, impact on other projects, impact on the project schedule, peer reviews, overall merit of the proposal, and review times required by the Department and other agencies.

If a cost reduction proposal submitted by the Contractor, and subsequently approved by the Engineer, provides for a reduction in contract time, 50 percent of that contract time reduction shall be credited to the State by reducing the contract working days, not including plant establishment. Attention is directed to "Beginning of Work, Time of Completion and Liquidated Damages" of these special provisions regarding the working days.

If a cost reduction proposal submitted by the Contractor, and subsequently approved by the Engineer, provides for a reduction in traffic congestion or avoids traffic congestion during construction, 60 percent of the estimated net savings in construction costs attributable to the cost reduction proposal will be paid to the Contractor. In addition to the requirements in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications, the Contractor shall provide detailed comparisons

of the traffic handling between the existing contract and the proposed change, and estimates of the traffic volumes and congestion.

#### **5-1.02 LABOR NONDISCRIMINATION**

Attention is directed to the following Notice that is required by Chapter 5 of Division 4 of Title 2, California Code of Regulations.

### **NOTICE OF REQUIREMENT FOR NONDISCRIMINATION PROGRAM**

#### **(GOV. CODE, SECTION 12990)**

Your attention is called to the "Nondiscrimination Clause", set forth in Section 7-1.01A(4), "Labor Nondiscrimination," of the Standard Specifications, which is applicable to all nonexempt State contracts and subcontracts, and to the "Standard California Nondiscrimination Construction Contract Specifications" set forth therein. The specifications are applicable to all nonexempt State construction contracts and subcontracts of \$5000 or more.

#### **5-1.022 PAYMENT OF WITHHELD FUNDS**

Payment of withheld funds shall conform to Section 9-1.065, "Payment of Withheld Funds," of the Standard Specifications and these special provisions.

Funds withheld from progress payments to ensure performance of the contract that are eligible for payment into escrow or to an escrow agent pursuant to Section 10263 of the California Public Contract Code do not include funds withheld or deducted from payment due to failure of the Contractor to fulfill a contract requirement.

#### **5-1.03 INTEREST ON PAYMENTS**

Interest shall be payable on progress payments, payments after acceptance, final payments, extra work payments, and claim payments as follows:

- A. Unpaid progress payments, payment after acceptance, and final payments shall begin to accrue interest 30 days after the Engineer prepares the payment estimate.
- B. Unpaid extra work bills shall begin to accrue interest 30 days after preparation of the first pay estimate following receipt of a properly submitted and undisputed extra work bill. To be properly submitted, the bill must be submitted within 7 days of the performance of the extra work and in conformance with the provisions in Section 9-1.03C, "Records," and Section 9-1.06, "Partial Payments," of the Standard Specifications. An undisputed extra work bill not submitted within 7 days of performance of the extra work will begin to accrue interest 30 days after the preparation of the second pay estimate following submittal of the bill.
- C. The rate of interest payable for unpaid progress payments, payments after acceptance, final payments, and extra work payments shall be 10 percent per annum.
- D. The rate of interest payable on a claim, protest or dispute ultimately allowed under this contract shall be 6 percent per annum. Interest shall begin to accrue 61 days after the Contractor submits to the Engineer information in sufficient detail to enable the Engineer to ascertain the basis and amount of said claim, protest or dispute.

The rate of interest payable on any award in arbitration shall be 6 percent per annum if allowed under the provisions of Civil Code Section 3289.

#### **5-1.04 PUBLIC SAFETY**

The Contractor shall provide for the safety of traffic and the public in conformance with the provisions in Section 7-1.09, "Public Safety," of the Standard Specifications and these special provisions.

The Contractor shall install temporary railing (Type K) between a lane open to public traffic and an excavation, obstacle or storage area when the following conditions exist:

- A. Excavations—The near edge of the excavation is 3.6 m or less from the edge of the lane, except:
  1. Excavations covered with sheet steel or concrete covers of adequate thickness to prevent accidental entry by traffic or the public.
  2. Excavations less than 0.3-m deep.
  3. Trenches less than 0.3-m wide for irrigation pipe or electrical conduit, or excavations less than 0.3-m in diameter.
  4. Excavations parallel to the lane for the purpose of pavement widening or reconstruction.

5. Excavations in side slopes, where the slope is steeper than 1:4 (vertical:horizontal).
  6. Excavations protected by existing barrier or railing.
- B. Temporarily Unprotected Permanent Obstacles—The work includes the installation of a fixed obstacle together with a protective system, such as a sign structure together with protective railing, and the Contractor elects to install the obstacle prior to installing the protective system; or the Contractor, for the Contractor's convenience and with permission of the Engineer, removes a portion of an existing protective railing at an obstacle and does not replace such railing complete in place during the same day.
  - C. Storage Areas—Material or equipment is stored within 3.6 m of the lane and the storage is not otherwise prohibited by the provisions of the Standard Specifications and these special provisions.

The approach end of temporary railing (Type K), installed in conformance with the provisions in this section "Public Safety" and in Section 7-1.09, "Public Safety," of the Standard Specifications, shall be offset a minimum of 4.6 m from the edge of the traffic lane open to public traffic. The temporary railing shall be installed on a skew toward the edge of the traffic lane of not more than 0.3-m transversely to 3 m longitudinally with respect to the edge of the traffic lane. If the 4.6-m minimum offset cannot be achieved, the temporary railing shall be installed on the 10 to 1 skew to obtain the maximum available offset between the approach end of the railing and the edge of the traffic lane, and an array of temporary crash cushion modules shall be installed at the approach end of the temporary railing.

Except for installing, maintaining and removing traffic control devices, whenever work is performed or equipment is operated in the following work areas, the Contractor shall close the adjacent traffic lane unless otherwise provided in the Standard Specifications and these special provisions:

Approach Speed of Public Traffic (Posted Limit) (Kilometers Per Hour)	Work Areas
Over 72 (45 Miles Per Hour)	Within 1.8 m of a traffic lane but not on a traffic lane
56 to 72 (35 to 45 Miles Per Hour)	Within 0.9-m of a traffic lane but not on a traffic lane

The lane closure provisions of this section shall not apply if the work area is protected by permanent or temporary railing or barrier.

When traffic cones or delineators are used to delineate a temporary edge of a traffic lane, the line of cones or delineators shall be considered to be the edge of the traffic lane, however, the Contractor shall not reduce the width of an existing lane to less than 3 m without written approval from the Engineer.

When work is not in progress on a trench or other excavation that required closure of an adjacent lane, the traffic cones or portable delineators used for the lane closure shall be placed off of and adjacent to the edge of the traveled way. The spacing of the cones or delineators shall be not more than the spacing used for the lane closure.

Suspended loads or equipment shall not be moved nor positioned over public traffic or pedestrians.

Full compensation for conforming to the provisions in this section "Public Safety," including furnishing and installing temporary railing (Type K) and temporary crash cushion modules, shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefor.

#### 5-1.05 TESTING

Testing of materials and work shall conform to the provisions in Section 6-3, "Testing," of the Standard Specifications and these special provisions.

Whenever the provisions of Section 6-3.01, "General," of the Standard Specifications refer to tests or testing, it shall mean tests to assure the quality and to determine the acceptability of the materials and work.

The Engineer will deduct the costs for testing of materials and work found to be unacceptable, as determined by the tests performed by the Department, and the costs for testing of material sources identified by the Contractor which are not used for the work, from moneys due or to become due to the Contractor. The amount deducted will be determined by the Engineer.

#### 5-1.06 REMOVAL OF ASBESTOS AND HAZARDOUS SUBSTANCES

When the presence of asbestos or hazardous substances are not shown on the plans or indicated in the specifications and the Contractor encounters materials which the Contractor reasonably believes to be asbestos or a hazardous substance as defined in Section 25914.1 of the Health and Safety Code, and the asbestos or hazardous substance has not been rendered harmless, the Contractor may continue work in unaffected areas reasonably believed to be safe. The Contractor shall immediately cease work in the affected area and report the condition to the Engineer in writing.

In conformance with Section 25914.1 of the Health and Safety Code, removal of asbestos or hazardous substances including exploratory work to identify and determine the extent of the asbestos or hazardous substance will be performed by separate contract.

If delay of work in the area delays the current controlling operation, the delay will be considered a right of way delay and the Contractor will be compensated for the delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

#### **5-1.065 SOLID WASTE DISPOSAL AND RECYCLING REPORT**

This work shall consist of reporting disposal and recycling of construction solid waste, as specified in these special provisions. For the purposes of this section, solid waste includes construction and demolition waste debris, but not hazardous waste.

Annually by the fifteenth day of January, the Contractor shall complete and certify Form CEM-2025, "Solid Waste Disposal and Recycling Report," which quantifies solid waste generated by the work performed and disposed of in landfills or recycled during the previous calendar year. The amount and type of solid waste disposed of or recycled shall be reported in either metric tonnes or cubic meters. The Contractor shall also complete and certify Form CEM-2025 within 5 days following contract acceptance.

Form CEM-2025, "Solid Waste Disposal and Recycling Report" can be downloaded from the following website:

<http://www.dot.ca.gov/hq/construc/manual2001>

If the Contractor has not submitted Form CEM-2025, by the dates specified above, the Department will withhold the amount of \$10,000 for each missing or incomplete report. The moneys withheld will be released for payment on the next monthly estimate for partial payment following the date that a complete and acceptable Form CEM-2025 is submitted to the Engineer. Upon completion of all contract work and submittal of the final Form CEM-2025, remaining withheld funds associated with this section, "Solid Waste Disposal and Recycling Report," will be released for payment. Withheld funds in conformance with this section shall be in addition to other moneys withheld provided for in the contract. No interest will be due the Contractor on withheld amounts.

Full compensation for preparing and submitting Form CEM-2025, "Solid Waste Disposal and Recycling Report," shall be considered as included in the contract price for the various items of work involved and no additional compensation will be allowed therefor.

#### **5-1.07 (BLANK)**

#### **5-1.08 (BLANK)**

#### **5-1.09 SUBCONTRACTING**

Attention is directed to the provisions in Section 8-1.01, "Subcontracting," of the Standard Specifications, Section 2, "Proposal Requirements and Conditions," and Section 3, "Award and Execution of Contract," of these special provisions.

Pursuant to the provisions in Section 1777.1 of the Labor Code, the Labor Commissioner publishes and distributes a list of contractors ineligible to perform work as a subcontractor on a public works project. This list of debarred contractors is available from the Department of Industrial Relations web site at:

<http://www.dir.ca.gov/DLSE/Debar.html>

Unauthorized substitution of a listed subcontractor may constitute a violation of the "Subletting and Subcontracting Fair Practices Act" and may subject the Contractor to the penalties imposed therein.

#### **5-1.09A DVBE SUBCONTRACTING**

The DVBEs listed by the Contractor in response to the provisions in Section 2-1.02B, "Submission of DVBE Information," and Section 3, "Award and Execution of Contract," of these special provisions, which are determined by the Department to be certified DVBEs, shall perform the work and supply the materials for which they are listed, unless the Contractor has received prior written authorization to perform the work with other forces or to obtain the materials from other sources.

Unauthorized substitution of a DVBE may also constitute a violation of California Code of Regulations Section 1896.64. The Contractor shall not be entitled to payment for the work or material unless it is performed or supplied by the listed DVBE or by other forces (including those of the Contractor) pursuant to prior written authorization of the Engineer.

The provisions in Section 2-1.02, "Disabled Veteran Business Enterprise (DVBE)," of these special provisions that DVBEs shall be certified on the date bids are opened does not apply to substitutions after award of the contract.

The Contractor shall maintain records of all subcontracts entered into with certified DVBE subcontractors and records of materials purchased from certified DVBE suppliers. The records shall show the name and business address of each DVBE subcontractor or vendor and the total dollar amount actually paid each DVBE subcontractor or vendor.

The Contractor agrees that the awarding department will have the right to review, obtain and copy all records pertaining to performance of DVBEs during the contract. The Contractor agrees to provide the awarding department with any relevant information requested and shall permit access to its premises, upon reasonable notice, during normal business hours for the purpose of interviewing employees and inspecting and copying such books, records, accounts and other material that may be relevant to a matter under investigation for the purpose of determining compliance with Public Contract Code Section 10115 et seq. The Contractor further agrees to maintain such records for a period of three (3) years after final payment under the contract.

#### **5-1.09B NON-SMALL BUSINESS SUBCONTRACTING**

The Small Business subcontractors listed by the Contractor in response to the provisions in Section 2-1.03B, "Non-small Business Subcontractor Preference," and Section 3, "Award and Execution of Contract," of these special provisions, which are determined by the Department to be certified as Small Business, shall perform the work and supply the materials for which they are listed, unless the Contractor has received prior written authorization to perform the work with other forces or to obtain the materials from other sources.

Unauthorized substitution of a Small Business subcontractor may also constitute a violation of California Code of Regulations Section 1896.10 and may subject the Contractor to the sanctions referenced therein.

The provisions in Section 2-1.03B, "Non-small Business Subcontractor Preference," of these special provisions that Small Business subcontractors shall be certified on the date bids are opened does not apply to substitutions after award of the contract.

The Contractor shall maintain records of all subcontracts entered into with certified Small Business subcontractors and records of materials purchased from certified Small Business suppliers. The records shall show the name and business address of each Small Business subcontractor or vendor and the total dollar amount actually paid each Small Business subcontractor or vendor.

Contractor agrees that the awarding department will have the right to review, obtain and copy all records pertaining to performance of Small Businesses during the contract. The Contractor agrees to provide the awarding department with any relevant information requested and shall permit access to its premises, upon reasonable notice, during normal business hours for the purpose of interviewing employees and inspecting and copying such books, records, accounts and other material that may be relevant to a matter under investigation for the purpose of determining compliance with California Code of Regulations Section 1896, et seq. The Contractor further agrees to maintain such records for a period of three (3) years after final payment under the contract.

#### **5-1.10 PROMPT PROGRESS PAYMENT TO SUBCONTRACTORS**

Attention is directed to the provisions in Sections 10262 and 10262.5 of the Public Contract Code concerning prompt payment to subcontractors.

#### **5-1.103 RECORDS**

The Contractor shall maintain cost accounting records for the contract pertaining to, and in such a manner as to provide a clear distinction between, the following six categories of costs of work during the life of the contract:

- A. Direct costs of contract item work.
- B. Direct costs of changes in character in conformance with Section 4-1.03C, "Changes in Character of Work," of the Standard Specifications.
- C. Direct costs of extra work in conformance with Section 4-1.03D, "Extra Work," of the Standard Specifications.
- D. Direct costs of work not required by the contract and performed for others.
- E. Direct costs of work performed under a notice of potential claim in conformance with the provisions in Section 9-1.04, "Notice of Potential Claim," of the Standard Specifications.
- F. Indirect costs of overhead.

Cost accounting records shall include the information specified for daily extra work reports in Section 9-1.03C, "Records," of the Standard Specifications. The requirements for furnishing the Engineer completed daily extra work reports shall only apply to work paid for on a force account basis.

The cost accounting records for the contract shall be maintained separately from other contracts, during the life of the contract, and for a period of not less than 3 years after the date of acceptance of the contract. If the Contractor intends to file claims against the Department, the Contractor shall keep the cost accounting records specified above until complete resolution of all claims has been reached.

#### **5-1.104 INTERNET DAILY EXTRA WORK REPORT**

When extra work is being paid for on a force account basis, the Contractor shall submit daily extra work reports in conformance with the provisions in Section 9-1.03C, "Records," of the Standard Specifications and these special provisions.

The Contractor shall send daily extra work reports to the Engineer using the Department's Internet extra work billing system. The reports shall conform to the requirements in the "iCAS User's Guide" (Guide). The Guide is available from the Department, and is also found on the Internet at:

[http://www.dot.ca.gov/hq/construc/ewb/EWB\\_INSTRUCTION.pdf](http://www.dot.ca.gov/hq/construc/ewb/EWB_INSTRUCTION.pdf)

The Department will provide system accounts to the Contractor's authorized representatives when at least one of the representatives has received training. The Department will provide system training to at least one of the Contractor's authorized representatives within 30 days of the Contractor's request for training. The Department will assign an account and user identification to the Contractor's authorized representatives, and each Contractor's authorized representative shall maintain a unique password. A daily extra work report that the Contractor's authorized representative sends to the Department using the Internet extra work billing system will be considered signed by the Contractor. A daily extra work report that the Engineer approves using the Internet extra work billing system will be considered signed by the Engineer.

Daily extra work reports that include billing for materials shall be substantiated by a valid copy of a vendor's invoice in conformance to the requirements in Section 9-1.03C, "Records," of the Standard Specifications. Each materials invoice shall clearly identify the relative daily extra work report and the associated cost of the materials. In addition to postal service and parcel service and if approved by the Engineer, invoices may be sent by facsimile or as an electronic-mail attachment.

The Contractor shall maintain the Contractor's interface with the Department's Internet extra work billing system. If the Contractor is using the file transfer process to submit extra work reports, it shall conform to the file transfer format and process defined in the Guide.

#### **5-1.11 PARTNERING**

The State will promote the formation of a "Partnering" relationship with the Contractor in order to effectively complete the contract to the benefit of both parties. The purpose of this relationship is to maintain a cooperative communication and to mutually resolve conflicts at the lowest responsible management level.

The Contractor may request the formation of a "Partnering" relationship by submitting a request in writing to the Engineer after approval of the contract. If the Contractor's request for "Partnering" is approved by the Engineer, scheduling of a "Partnering Workshop," selecting the "Partnering" facilitator and workshop site, and other administrative details shall be as agreed to by both parties. If agreed to by the parties, additional "Partnering Workshops" will be conducted as needed throughout the life of the contract.

A one-day "Training in Partnering Concepts" session will be conducted regardless of whether the Contractor requests the formation of a "Partnering" relationship. The "Training in Partnering Concepts" session will be conducted locally for the Contractor's and the Engineer's project representatives. The Contractor shall be represented by a minimum of 2 representatives, one being the Contractor's authorized representative pursuant to Section 5-1.06, "Superintendence," of the Standard Specifications. Scheduling of the "Training in Partnering Concepts" session and selection of the trainer and training site shall be determined cooperatively by the Contractor and the Engineer. If, upon the Contractor's request, "Partnering" is approved by the Engineer, the "Training in Partnering Concepts" session shall be conducted prior to the initial "Partnering Workshop."

The costs involved in providing the "Training in Partnering Concepts" trainer and training site will be borne entirely by the State. The costs will be determined in conformance with the provisions in Section 9-1.03B, "Work Performed by Special Forces or Other Special Services," of the Standard Specifications, and paying to the Contractor the sum of that cost, except no markups will be allowed.

The costs involved in providing the "Partnering Workshop" facilitator and workshop site will be borne equally by the State and the Contractor. The division of cost will be made by determining the cost in providing the "Partnering Workshop" facilitator and workshop site in conformance with the provisions in Section 9-1.03B, "Work Performed by Special Forces or Other Special Services," of the Standard Specifications, and paying to the Contractor one-half of that cost, except no markups will be allowed.

All other costs associated with "Training in Partnering Concepts" and "Partnering Workshops" will be borne separately by the party incurring the costs, such as wages and travel expenses, and no additional compensation will be allowed therefor.

The establishment of a "Partnering" relationship will not change or modify the terms and conditions of the contract and will not relieve either party of the legal requirements of the contract.

### **5-1.114 VALUE ANALYSIS**

The Contractor may submit to the Engineer, in writing, a request for a "Value Analysis" workshop. The purpose for having a workshop is to identify value enhancing opportunities and to consider modifications to the plans and specifications that will reduce either the total cost, time of construction or traffic congestion, without impairing, in any manner, the essential functions or characteristics of the project including, but not limited to, service life, economy of operation, ease of maintenance, benefits to the travelling public, desired appearance, or design and safety standards.

To maximize the potential benefits of a workshop, the request should be submitted to the Engineer early in the project after approval of the contract. If the Contractor's request for a "Value Analysis" workshop is approved by the Engineer, scheduling of a workshop, selecting the facilitator and workshop site, and other administrative details shall be determined cooperatively by the Contractor and the Engineer.

The workshop shall be conducted in conformance with the methodology described in the Department's "Value Analysis Team Guide" available at the Department's web site at:

<http://www.dot.ca.gov/hq/oppd/value/>

The facilitator shall be a Certified Value Specialist (CVS) as recognized by the Society of American Value Engineers (SAVE) International, which may be contacted as follows:

SAVE International, 60 Revere Drive, Northbrook, IL 60062  
Telephone 1-847-480-1730, FAX 1-847-480-9282

The Contractor may submit recommendations resulting from a "Value Analysis" workshop for approval by the Engineer as cost reduction incentive proposals in conformance with the provisions in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications.

The costs involved in providing the "Value Analysis" facilitator and workshop site will be borne equally by the State and the Contractor. The division of cost will be made by determining the cost in providing the "Value Analysis" facilitator and workshop site in conformance with the provisions in Section 9-1.03B, "Work Performed by Special Forces or Other Special Services," of the Standard Specifications, and paying to the Contractor one-half of that cost, except no markups will be allowed.

All other costs associated with the "Value Analysis" workshop will be borne separately by the party incurring the costs, such as wages and travel expenses, and no additional compensation will be allowed therefor.

### **5-1.12 DISPUTE REVIEW BOARD**

#### **GENERAL**

To assist in the resolution of disputes or potential claims arising out of the work of this project, a Dispute Review Board, hereinafter referred to as the "DRB," shall be established by the Engineer and Contractor cooperatively upon approval of the contract. The DRB is intended to assist the contract administrative claims resolution process as specified in the provisions in Section 9-1.04, "Notice of Potential Claim," and Section 9-1.07B, "Final Payment and Claims," of the Standard Specifications and these special provisions. The DRB shall not serve as a substitute for provisions in the specifications in regard to filing potential claims. The requirements and procedures established in this section shall be a prerequisite to filing a claim, filing for arbitration, or filing for litigation prior or subsequent to project completion.

The DRB shall be utilized when dispute or potential claim resolution at the project level is unsuccessful. The DRB shall function as specified herein until the day of acceptance of the contract, at which time the work of the DRB will cease except for completion of unfinished reports. No DRB dispute meetings shall take place later than 30 days prior to acceptance of contract. After acceptance of contract, disputes or potential claims which have followed the dispute resolution processes of the Standard Specifications and these special provisions, but have not been resolved, shall be stated or restated by the Contractor, in response to the Proposed Final Estimate within the time limits provided in Section 9-1.07B, "Final Payment and Claims," of the Standard Specifications. The State will review those claims in conformance with the provisions in Section 9-1.07B of the Standard Specifications. Following the adherence to and completion of the contractual administrative claims procedure, the Contractor may file for arbitration in conformance with the provisions in Section 9-1.10, "Arbitration," of the Standard Specifications and these special provisions.

Disputes, as used in this section, shall include differences of opinion, properly noticed as provided hereinafter, between the State and Contractor on matters related to the work and other subjects considered by the State or Contractor, or by both, to be of concern to the DRB on this project, except matters relating to Contractor, subcontractor or supplier potential claims not actionable against the Department as specified in these special provisions or quantification of disputes for overhead type expenses or costs. Disputes for overhead type expenses or costs shall conform to the requirements of Section 9-1.07B, "Final Payment and Claims," of the Standard Specifications. Whenever the term "dispute" or "disputes" is used herein, it shall be deemed to include potential claims as well as disputes.

The DRB shall serve as an advisory body to assist in the resolution of disputes between the State and the Contractor, hereinafter referred to as the "parties." The DRB shall consider disputes referred to it, and furnish written reports containing findings and recommendations pertaining to those disputes, to the parties to aid in resolution of the differences between them. DRB findings and recommendations are not binding on the parties.

### **SELECTION PROCESS, DISCLOSURE AND APPOINTMENTS**

The DRB shall consist of one member selected by the State and approved by the Contractor, one member selected by the Contractor and approved by the State, and a third member selected by the first 2 members and approved by both the State and the Contractor. The third member shall act as the DRB Chairperson.

DRB members shall be especially knowledgeable in the type of construction and contract documents potentially anticipated by the contract. DRB members shall discharge their responsibilities impartially as an independent body, considering the facts and circumstances related to the matters under consideration, pertinent provisions of the contract and applicable laws and regulations.

The State and the Contractor shall nominate and approve DRB members in conformance with the terms and conditions of the Dispute Review Board Agreement and these special provisions, within 45 days of the approval of the contract. Each party shall provide written notification to the other of the name of their selected DRB nominee along with the prospective member's complete written disclosure statement.

Disclosure statements shall include a resume of the prospective member's experience and a declaration statement describing past, present, anticipated, and planned relationships, including indirect relationships through the prospective member's primary or full-time employer, to this project and with the parties involved in this construction contract, including but not limited to, relevant subcontractors or suppliers to the parties, parties' principals, or parties' counsel. DRB members shall also include a full disclosure of close professional or personal relationships with all key members of the contract. Objections to nominees must be based on a specific breach or violation of nominee responsibilities or on nominee qualifications under these provisions unless otherwise specified. The Contractor or the State may, on a one-time basis, object to the other's nominee without specifying a reason and this person will not be selected for the DRB. Another person shall then be nominated within 15 days.

The first duty of the State and Contractor selected members of the DRB shall be to select and recommend a prospective third DRB member to the parties for final selection and approval. The first 2 DRB members shall proceed with the selection of the third DRB member immediately upon receiving written notification from the State of their selection, and shall provide their recommendation simultaneously to the parties within 15 days of the notification.

The first 2 DRB members shall select a third DRB member subject to mutual approval of the parties or may mutually concur on a list of potentially acceptable third DRB members and submit the list to the parties for final selection and approval of the third member. The goal in the selection of the third member is to complement the professional experience of the first 2 members and to provide leadership for the DRB's activities.

The third prospective DRB member shall supply a full disclosure statement to the first 2 DRB members and to the parties prior to appointment.

An impasse shall be considered to have been reached if the parties are unable to approve a third member within 15 days of receipt of the recommendation of the first 2 DRB members, or if the first 2 DRB members are unable to agree upon a recommendation within their 15 day time limit. In the event of an impasse in selection of third DRB member the State and the Contractor shall each propose 3 candidates for the third DRB member position. The parties shall select the candidates proposed under this paragraph from the current list of arbitrators certified by the Public Works Contract Arbitration Committee created by Article 7.2 (commencing with Section 10245) of the State Contract Act. The first 2 DRB members shall then select one of the 6 proposed candidates in a blind draw.

No DRB member shall have prior direct involvement in this contract. No member shall have a financial interest in this contract or the parties thereto, within a period of 6 months prior to award of this contract or during the contract, except as follows:

- A. Compensation for services on this DRB.
- B. Ownership interest in a party or parties, documented by the prospective DRB member, that has been reviewed and determined in writing by the State to be sufficiently insignificant to render the prospective member acceptable to the State.
- C. Service as a member of other Dispute Review Boards on other contracts.
- D. Retirement payments or pensions received from a party that are not tied to, dependent on or affected by the net worth of the party.
- E. The above provisions apply to parties having a financial interest in this contract, including but not limited to contractors, subcontractors, suppliers, consultants, and legal and business services.

The Contractor or the State may reject any of the three DRB members who fail to fully comply at all times with all required employment and financial disclosure conditions of DRB membership as described in the Dispute Review Board Agreement and as specified herein. A copy of the Dispute Review Board Agreement is included in this section.

The Contractor, the State, and the 3 members of the DRB shall complete and adhere to the Dispute Review Board Agreement in administration of this DRB within 15 days of the parties' concurrence in the selection of the third member. No DRB meeting shall take place until the Dispute Review Board Agreement has been signed by all parties. The State authorizes the Engineer to execute and administer the terms of the Agreement. The person(s) designated by the Contractor as authorized to execute contract change orders shall be authorized to execute and administer the terms of this agreement, or to delegate the authority in writing. The operation of the DRB shall be in conformance with the terms of the Dispute Review Board Agreement.

### **COMPENSATION**

The State and the Contractor shall bear the costs and expenses of the DRB equally. Each DRB member shall be compensated at an agreed rate of \$1,200 per day if time spent per meeting, including on-site time plus one hour of travel time, is greater than 4 hours. Each DRB member shall be compensated at an agreed rate of \$700 per day if time spent per meeting, including on-site time plus one hour of travel time, is less than or equal to 4 hours. The agreed rates shall be considered full compensation for on-site time, travel expenses, transportation, lodging, time for travel and incidentals for each day, or portion thereof, that the DRB member is at an authorized DRB meeting. No additional compensation will be made for time spent by DRB members in review and research activities outside the official DRB meetings unless that time, (such as time spent evaluating and preparing recommendations on specific issues presented to the DRB), has been specifically agreed to in advance by the State and Contractor. Time away from the project, which has been specifically agreed to in advance by the parties, will be compensated at an agreed rate of \$125 per hour. The agreed amount of \$125 per hour shall include all incidentals including expenses for telephone, fax, and computer services. Members serving on more than one DRB involving the Department, regardless of the number of meetings per day, shall not be paid more than the all inclusive rate per day or rate per hour for an individual project. The State will provide, at no cost to the Contractor, administrative services such as conference facilities and secretarial services to the DRB. These special provisions and the Dispute Review Board Agreement state the provisions for compensation and expenses of the DRB. DRB members shall be compensated at the same daily and hourly rate. The Contractor shall make direct payments to each DRB member for their participation in authorized meetings and approved hourly rate charges from invoices submitted by each DRB member. The State will reimburse the Contractor for the State's share of the costs. There will be no markups applied to expenses connected with the DRB, either by the DRB members or by the Contractor when requesting payment of the State's share of DRB expenses. Regardless of the DRB recommendation, neither party shall be entitled to reimbursement of DRB costs from the other party.

### **REPLACEMENT OF DRB MEMBERS**

Service of a DRB member may be terminated at any time with not less than 15 days notice as follows:

- A. The State may terminate service of the State appointed member.
- B. The Contractor may terminate service of the Contractor appointed member.
- C. Upon the written recommendation of the State and Contractor appointed members for the removal of the third member.
- D. Upon resignation of a member.
- E. The State or Contractor may terminate the service of any member who fails to fully comply with all required employment and financial disclosure conditions of DRB membership

When a member of the DRB is replaced, the replacement member shall be appointed in the same manner as the replaced member was appointed. The appointment of a replacement DRB member will begin promptly upon determination of the need for replacement and shall be completed within 15 days. Changes in either of the DRB members chosen by the two parties will not require re-selection of the third member, unless both parties agree to such re-selection in writing. The Dispute Review Board Agreement shall be amended to reflect the change of a DRB member.

### **OPERATION**

The following procedure shall be used for dispute resolution:

- A. If the Contractor objects to any decision, act or order of the Engineer, the Contractor shall give written notice of potential claim in conformance with the provisions in Section 9-1.04, "Notice of Potential Claim," of the Standard Specifications and these special provisions, including the provision of applicable cost documentation; or file written protests or notices in conformance with the provisions in the Standard Specifications and these special provisions.

- B. The Engineer will respond, in writing, to the Contractor's written supplemental notice of potential claim within 20 days of receipt of the notice.
- C. Within 15 days after receipt of the Engineer's written response, the Contractor shall, if the Contractor still objects, file a written reply with the Engineer, stating clearly and in detail the basis of the objection.
- D. Following an objection to the Engineer's written response, the Contractor shall refer the dispute to the DRB if the Contractor wishes to further pursue the objection to the Engineer's decision. The Contractor shall make the referral in writing to the DRB, simultaneously copied to the State, within 21 days after receipt of the written response from the Engineer. The written dispute referral shall describe the disputed matter in individual discrete segments so that it will be clear to both parties and the DRB what discrete elements of the dispute have been resolved, and which remain unresolved, and shall include an estimate of the cost of the affected work and impacts, if any, on project completion.
- E. By failing to submit the written notice of referral to the DRB, within 21 days after receipt of the Engineer's written response to the supplemental notice of potential claim, the Contractor waives future claims and arbitration on the matter in contention.
- F. The Contractor and the State shall each be afforded an opportunity to be present and to be heard by the DRB, and to offer evidence. Either party furnishing written evidence or documentation to the DRB must furnish copies of such information to the other party a minimum of 15 days prior to the date the DRB is scheduled to convene the meeting for the dispute. Either party shall produce such additional evidence as the DRB may deem necessary to reach an understanding and a determination of the dispute. The party furnishing additional evidence shall furnish copies of such additional evidence to the other party at the same time the evidence is provided to the DRB. The DRB shall not consider evidence not furnished in conformance with the terms specified herein.
- G. Upon receipt by the DRB of a written referral of a dispute, the DRB shall convene to review and consider the dispute. The dispute meeting shall be held no earlier than 30 days and no later than 60 days after receipt of the written referral unless otherwise agreed to by all parties. The DRB shall determine the time and location of the DRB dispute meeting, with due consideration for the needs and preferences of the parties while recognizing the paramount importance of a timely hearing of the dispute.
- H. There shall be no participation of either party's attorneys at DRB dispute meetings.
- I. There shall be no participation of persons who are not directly involved in the contract or who do not have direct knowledge of the dispute, including but not limited to consultants, except for expert testimony allowed at the discretion of the DRB and with approval prior to the dispute meeting by both parties.
- J. The DRB shall furnish a report, containing findings and recommendations as described in the Dispute Review Board Agreement, in writing to both the State and the Contractor. The DRB may request clarifying information of either party within 10 days after the DRB dispute meeting. Requested information shall be submitted to the DRB within 10 days of the DRB request. The DRB shall complete its report, including minority opinion, if any, and submit it to the parties within 30 days of the DRB dispute meeting, except that time extensions may be granted at the request of the DRB with the written concurrence of both parties. The report shall include the facts and circumstances related to the matters under consideration, pertinent provisions of the contract, applicable laws and regulations, and actual costs and time incurred as shown on the Contractor's cost accounting records. The DRB shall make recommendations on the merit of the dispute and, if appropriate, recommend guidelines for determining compensation.
- K. Within 30 days after receiving the DRB's report, both the State and the Contractor shall respond to the DRB in writing signifying that the dispute is either resolved or remains unresolved. Failure to provide the written response within the time specified, or a written rejection of the DRB's recommendation or response to a request for reconsideration presented in the report by either party, shall conclusively indicate that the party(s) failing to respond accepts the DRB recommendation. Immediately after responses have been received from both parties, the DRB shall provide copies of both responses to the parties simultaneously. Either party may request clarification of elements of the DRB's report from the DRB prior to responding to the report. The DRB shall consider any clarification request only if submitted within 10 days of receipt of the DRB's report, and if submitted simultaneously in writing to both the DRB and the other party. Each party may submit only one request for clarification for any individual DRB report. The DRB shall respond, in writing, to requests for clarification within 10 days of receipt of such requests.
- L. The DRB's recommendations, stated in the DRB's reports, are not binding on either party. Either party may seek a reconsideration of a recommendation of the DRB. The DRB shall only grant a reconsideration based upon submission of new evidence and if the request is submitted within the 30-day time limit specified for response to the DRB's written report. Each party may submit only one request for reconsideration regarding an individual DRB recommendation.
- M. If the State and the Contractor are able to resolve their dispute with the aid of the DRB's report, the State and Contractor shall promptly accept and implement the recommendations of the DRB. If the parties cannot agree on

compensation within 60 days of the acceptance by both parties of the DRB's recommendation, either party may request the DRB to make a recommendation regarding compensation.

- N. The State or the Contractor shall not call DRB members who served on the DRB for this contract as witnesses in arbitration proceedings which may arise from this contract, and all documents created by the DRB shall be inadmissible as evidence in subsequent arbitration proceedings, except the DRB's final written reports on each issue brought before it.
- O. The State and Contractor shall jointly indemnify and hold harmless the DRB members from and against all claims, damages, losses, and expenses, including but not limited to attorney's fees, arising out of and resulting from the findings and recommendations of the DRB.
- P. The DRB members shall have no claim against the State or the Contractor, or both, from claimed harm arising out of the parties' evaluations of the DRB's report.

#### **DISPUTES INVOLVING SUBCONTRACTOR POTENTIAL CLAIMS**

For purposes of this section, a "subcontractor potential claim" shall include any potential claim by a subcontractor (including also any pass through potential claims by a lower tier subcontractor or supplier) against the Contractor that is actionable by the Contractor against the Department which arises from the work, services, or materials provided or to be provided in connection with the contract. If the Contractor determines to pursue a dispute against the Department that includes a subcontractor potential claim, the dispute shall be processed and resolved in conformance with these special provisions and in conformance with the following:

- A. The Contractor shall identify clearly in submissions pursuant to this section, that portion of the dispute that involves a subcontractor potential claim or potential claims.
- B. The Contractor shall include, as part of its submission pursuant to Step D above, a certification (False Claims Act Certification) by the subcontractor's or supplier's officer, partner, or authorized representative with authority to bind the subcontractor and with direct knowledge of the facts underlying the subcontractor potential claim. The Contractor shall submit a certification that the subcontractor potential claim is acknowledged and forwarded by the Contractor. The form for these certifications is available from the Engineer.
- C. At DRB dispute meetings involving one or more subcontractor potential claims, the Contractor shall require that each subcontractor involved in the dispute have present an authorized representative with actual knowledge of the facts underlying the subcontractor potential claim to assist in presenting the subcontractor potential claim and to answer questions raised by the DRB members or the Department's representatives.
- D. Failure by the Contractor to declare a subcontractor potential claim on behalf of its subcontractor (including lower tier subcontractors' and suppliers' pass through potential claims) at the time of submission of the Contractor's potential claims, as provided hereunder, shall constitute a release of the State by the Contractor of such subcontractor potential claim.
- E. The Contractor shall include in all subcontracts under this contract that subcontractors and suppliers of any tier (a) agree to submit subcontractor potential claims to the Contractor in a proper form and in sufficient time to allow processing by the Contractor in conformance with the Dispute Review Board resolution specifications; (b) agree to be bound by the terms of the Dispute Review Board provisions to the extent applicable to subcontractor potential claims; (c) agree that, to the extent a subcontractor potential claim is involved, completion of all steps required under these Dispute Review Board special provisions shall be a condition precedent to pursuit by the subcontractor of other remedies permitted by law, including without limitation of a lawsuit against the Contractor; and (d) agree that the existence of a dispute resolution process for disputes involving subcontractor potential claims shall not be deemed to create any claim, right, or cause of action by any subcontractor or supplier against the Department.

Notwithstanding the foregoing, this Dispute Review Board special provision shall not apply to, and the DRB shall not have the authority to consider, subcontractor potential claims between the subcontractor(s) or supplier(s) and the Contractor that are not actionable by the Contractor against the Department.

#### **RETENTION**

Failure of the Contractor to nominate and approve DRB members in conformance with the terms and conditions of the Dispute Review Board Agreement and these special provisions shall result in the retention of 25 percent of the estimated value of all work performed during each estimate period in which the Contractor fails to comply with the requirements of this section as determined by the Engineer. DRB retentions will be released for payment on the next monthly estimate for partial payment following the date that the Contractor has nominated and approved DRB members and no interest will be due the Contractor.

**DISPUTE REVIEW BOARD AGREEMENT**

A copy of the "Dispute Review Board Agreement" to be executed by the Contractor, State and the 3 DRB members after approval of the contract follows:

Form 6202 Rev (09/01/02)

**DISPUTE REVIEW BOARD AGREEMENT**

\_\_\_\_\_  
(Contract Identification)

Contract No. \_\_\_\_\_

**THIS DISPUTE REVIEW BOARD AGREEMENT, hereinafter called "AGREEMENT"**, made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, between the State of California, acting through the California Department of Transportation and the Director of Transportation, hereinafter called the "STATE," \_\_\_\_\_ hereinafter called the "CONTRACTOR," and the Dispute Review Board, hereinafter called the "DRB" consisting of the following members:

\_\_\_\_\_,  
(Contractor Appointee) ,

\_\_\_\_\_,  
(State Appointee) ,

and \_\_\_\_\_  
(Third Person)

WITNESSETH, that

WHEREAS, the STATE and the CONTRACTOR, hereinafter called the "parties," are now engaged in the construction on the State Highway project referenced above; and

WHEREAS, the special provisions for the above referenced contract provides for the establishment and operation of the DRB to assist in resolving disputes; and

WHEREAS, the DRB is composed of three members, one selected by the STATE, one selected by the CONTRACTOR, and the third member selected by the other two members and approved by the parties;

NOW THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the STATE, the CONTRACTOR, and the DRB members hereto agree as follows:

**SECTION I DESCRIPTION OF WORK**

To assist in the resolution of disputes between the parties, the contract provides for the establishment and the operation of the DRB. The intent of the DRB is to fairly and impartially consider disputes placed before it and provide written recommendations for resolution of these disputes to both parties. The members of this DRB shall perform the services necessary to participate in the DRB's actions as designated in Section II, Scope of Work.

**SECTION II SCOPE OF WORK**

The scope of work of the DRB includes, but is not limited to, the following:

**A. OBJECTIVE**

The principal objective of the DRB is to assist in the timely resolution of disputes between the parties arising from performance of this contract. It is not intended for either party to default on their normal responsibility to amicably and fairly settle their differences by indiscriminately assigning them to the DRB. It is intended that the mere existence of the DRB will encourage the parties to resolve disputes without resorting to this review procedure. But when a dispute that is serious enough to warrant the DRB's review does develop, the process for prompt and efficient action will be in place.

## **B. PROCEDURES**

The DRB shall render written reports on disputes between the parties arising from the construction contract. Prior to consideration of a dispute, the DRB shall establish rules and regulations that will govern the conduct of its business and reporting procedures in conformance with the requirements of the contract and the terms of this AGREEMENT. DRB recommendations, resulting from its consideration of a dispute, shall be furnished in writing to both parties. The recommendations shall be based on facts and circumstances involved in the dispute, pertinent contract provisions, applicable laws and regulations. The recommendations shall find one responsible party in a dispute; shared or "jury" determinations shall not be rendered. The DRB shall make recommendations on the merit of the dispute, and if appropriate, recommend guidelines for determining compensation. If the parties cannot agree on compensation within 60 days of the acceptance by both parties of the DRB's recommendation, either party may request the DRB to make a recommendation regarding compensation.

The DRB shall refrain from officially giving advice or consulting services to anyone involved in the contract. The individual members shall act in a completely independent manner and while serving as members of the DRB shall have no consulting business connections with either party or its principals or attorneys or other affiliates (subcontractors, suppliers, etc.) who have a beneficial interest in the contract.

During scheduled meetings of the DRB as well as during dispute meetings, DRB members shall refrain from expressing opinions on the merits of statements on matters under dispute or potential dispute. Opinions of DRB members expressed in private sessions shall be kept strictly confidential. Individual DRB members shall not meet with, or discuss contract issues with individual parties, except as directed by the DRB Chairperson. Such discussions or meetings shall be disclosed to both parties. Other discussions regarding the project between the DRB members and the parties shall be in the presence of all three members and both parties. Individual DRB members shall not undertake independent investigations of any kind pertaining to disputes or potential disputes, except with the knowledge of both parties and as expressly directed by the DRB Chairperson.

## **C. CONSTRUCTION SITE VISITS, PROGRESS MEETINGS AND FIELD INSPECTIONS**

The DRB members shall visit the project site and meet with representatives of the parties to keep abreast of construction activities and to develop familiarity with the work in progress. Scheduled progress meetings shall be held at or near the project site. The DRB shall meet at least once at the start of the project, and at least once every 4 months thereafter. The frequency, exact time, and duration of additional site visits and progress meetings shall be as recommended by the DRB and approved by the parties consistent with the construction activities or matters under consideration and dispute. Each meeting shall consist of a round table discussion and a field inspection of the work being performed on the contract, if necessary. Each meeting shall be attended by representatives of both parties. The agenda shall generally be as follows:

1. Meeting opened by the DRB Chairperson.
2. Remarks by the STATE's representative.
3. A description by the CONTRACTOR's representative of work accomplished since the last meeting; the current schedule status of the work; and a forecast for the coming period.
4. An outline by the CONTRACTOR's representative of potential problems and a description of proposed solutions.
5. An outline by the STATE's representative of the status of the work as the STATE views it.
6. A brief description by the CONTRACTOR's or STATE's representative of potential claims or disputes which have surfaced since the last meeting.
7. A summary by the STATE's representative, the CONTRACTOR's representative, or the DRB of the status of past disputes and potential claims.

The STATE's representative will prepare minutes of all progress meetings and circulate them for revision and approval by all concerned within 10 days of the meeting.

The field inspection shall cover all active segments of the work, the DRB being accompanied by both parties' representatives. The field inspection may be waived upon mutual agreement of the parties.

## **D. DRB CONSIDERATION AND HANDLING OF DISPUTES**

Upon receipt by the DRB of a written referral of a dispute, the DRB shall convene to review and consider the dispute. The dispute meeting shall be held no earlier than 30 days and no later than 60 days after receipt of the written referral, unless otherwise agreed to by all parties. The DRB shall determine the time and location of DRB dispute meetings, with due consideration for the needs and preferences of the parties while recognizing the paramount importance of speedy resolution of issues. No dispute meetings shall take place later than 30 days prior to acceptance of contract.

Normally, dispute meetings shall be conducted at or near the project site. However, any location that would be more convenient and still provide required facilities and access to necessary documentation shall be satisfactory.

Both parties shall be given the opportunity to present their evidence at these dispute meetings. It is expressly understood that the DRB members are to act impartially and independently in the consideration of the contract provisions, applicable

laws and regulations, and the facts and conditions surrounding any dispute presented by either party, and that the recommendations concerning any such dispute are advisory and nonbinding on the parties.

The DRB may request that written documentation and arguments from both parties be sent to each DRB member, through the DRB Chairperson, for review before the dispute meeting begins. A party furnishing written documentation to the DRB shall furnish copies of such information to the other party at the same time that such information is supplied to the DRB.

DRB dispute meetings shall be informal. There shall be no testimony under oath or cross-examination. There shall be no reporting of the procedures by a shorthand reporter or by electronic means. Documents and verbal statements shall be received by the DRB in conformance with acceptance standards established by the DRB. These standards need not comply with prescribed legal laws of evidence.

The third DRB member shall act as Chairperson for dispute meetings and all other DRB activities. The parties shall have a representative at all dispute meetings. Failure to attend a duly noticed dispute meeting by either of the parties shall be conclusively considered by the DRB as indication that the non-attending party considers written submittals as their entire and complete argument. The claimant shall discuss the dispute, followed by the other party. Each party shall then be allowed one or more rebuttals until all aspects of the dispute are thoroughly covered. DRB members shall ask questions, seek clarification, and request further data from either of the parties as may be necessary to assist in making a fully informed recommendation. The DRB may request from either party documents or information that would assist the DRB in making its findings and recommendations including, but not limited to, documents used by the CONTRACTOR in preparing the bid for the project. A refusal by a party to provide information requested by the DRB may be considered by the DRB as an indication that the requested material would tend to disprove that party's position. In large or complex cases, additional dispute meetings may be necessary in order to consider all the evidence presented by both parties. All involved parties shall maintain the confidentiality of all documents and information, as provided in this AGREEMENT.

During dispute meetings, no DRB member shall express an opinion concerning the merit of any facet of the case. DRB deliberations shall be conducted in private, with interim individual views kept strictly confidential.

After dispute meetings are concluded, the DRB shall meet in private and reach a conclusion supported by 2 or more members. Private sessions of the DRB may be held at a location other than the job site or by electronic conferencing as deemed appropriate, in order to expedite the process.

The DRB's findings and recommendations, along with discussion of reasons therefor, shall then be submitted as a written report to both parties. Recommendations shall be based on the pertinent contract provisions, applicable laws and regulations, and facts and circumstances related to the dispute. The report shall be thorough in discussing the facts considered, the contract language, law or regulation viewed by the DRB as pertinent to the issues, and the DRB's interpretation and philosophy in arriving at its conclusions and recommendations. The DRB's report shall stand on its own, without attachments or appendices. The DRB Chairperson shall furnish a copy of the written recommendation report to the DRB Coordinator, Division of Construction, MS 44, P.O. Box 942874, Sacramento, CA 94274.

With prior written approval of both parties, the DRB may obtain technical services necessary to adequately review the disputes presented, including audit, geotechnical, schedule analysis and other services. The parties' technical staff may supply those services as appropriate. The cost of technical services, as agreed to by the parties, shall be borne equally by the 2 parties as specified in an approved contract change order. The CONTRACTOR will not be entitled to markups for the payments made for these services.

The DRB shall resist submittal of incremental portions of information by either party, in the interest of making a fully informed decision and recommendation.

The DRB shall make every effort to reach a unanimous decision. If this proves impossible, the dissenting member shall prepare a minority opinion, which shall be included in the DRB's report.

Although both parties should place weight upon the DRB's recommendations, they are not binding. Either party may appeal a recommendation to the DRB for reconsideration. However, reconsideration shall only be allowed when there is new evidence to present, and the DRB shall accept only one appeal from each party pertaining to an individual DRB recommendation. The DRB shall hear appeals in conformance with the terms described in the Section entitled "Dispute Review Board" in the special provisions.

#### **E. DRB MEMBER REPLACEMENT**

Should the need arise to appoint a replacement DRB member, the replacement DRB member shall be appointed in the same manner as the original DRB members were appointed. The selection of a replacement DRB member shall begin promptly upon notification of the necessity for a replacement and shall be completed within 15 days. This AGREEMENT shall be amended to indicate change in DRB membership.

### **SECTION III CONTRACTOR RESPONSIBILITIES**

The CONTRACTOR shall furnish to each DRB member one copy of pertinent documents that are or may become necessary for the DRB to perform their function. Pertinent documents are written notices of potential claim, responses to those notices, drawings or sketches, calculations, procedures, schedules, estimates, or other documents which are used in the

performance of the work or in justifying or substantiating the CONTRACTOR's position. The CONTRACTOR shall also furnish a copy of such pertinent documents to the STATE, in conformance with the terms outlined in the special provisions.

#### **SECTION IV STATE RESPONSIBILITIES**

The STATE will furnish the following services and items:

##### **A. CONTRACT RELATED DOCUMENTS**

The STATE will furnish to each DRB member one copy of Notice to Contractors and Special Provisions, Proposal and Contract, Plans, Standard Specifications, and Standard Plans, change orders, written instructions issued by the STATE to the CONTRACTOR, or other documents pertinent to any dispute that has been referred to the DRB and necessary for the DRB to perform its function.

##### **B. COORDINATION AND SERVICES**

The STATE, through the Engineer, will, in cooperation with the CONTRACTOR, coordinate the operations of the DRB. The Engineer will arrange or provide conference facilities at or near the project site and provide secretarial and copying services to the DRB without charge to the CONTRACTOR.

#### **SECTION V TIME FOR BEGINNING AND COMPLETION**

Once established, the DRB shall be in operation until the day of acceptance of the contract. The DRB members shall not begin work under the terms of this AGREEMENT until authorized in writing by the STATE.

#### **SECTION VI PAYMENT**

##### **A. ALL INCLUSIVE RATE PAYMENT**

The STATE and the CONTRACTOR shall bear the costs and expenses of the DRB equally. Each DRB member shall be compensated at an agreed rate of \$1,200 per day if time spent per meeting, including on-site time plus one hour of travel time, is greater than 4 hours. Each DRB member shall be compensated at an agreed rate of \$700 per day if time spent per meeting, including on-site time plus one hour of travel time, is less than or equal to 4 hours. The agreed rates shall be considered full compensation for on-site time, travel expenses, transportation, lodging, time for travel and incidentals for each day, or portion thereof, that the DRB member is at an authorized DRB meeting. No additional compensation will be made for time spent by DRB members in review and research activities outside the official DRB meetings unless that time has been specifically agreed to in advance by the STATE and CONTRACTOR. Time away from the project that has been specifically agreed to in advance by the parties will be compensated at an agreed rate of \$125 per hour. The agreed amount of \$125 per hour shall include all incidentals including expenses for telephone, fax, and computer services. Members serving on more than one DRB involving the State, regardless of the number of meetings per day, shall not be paid more than the all inclusive rate per day or rate per hour for an individual project. The STATE will provide, at no cost to the CONTRACTOR, administrative services such as conference facilities and secretarial services to the DRB.

##### **B. PAYMENTS**

DRB members shall be compensated at the same rate. The CONTRACTOR shall make direct payments to each DRB member for their participation in authorized meetings and approved hourly rate charges from invoices submitted by each DRB member. The STATE will reimburse the CONTRACTOR for its share of the costs of the DRB.

The DRB members may submit invoices to the CONTRACTOR for partial payment for work performed and services rendered for their participation in authorized meetings not more often than once per month during the progress of the work. The invoices shall be in a format approved by the parties and accompanied by a general description of activities performed during that billing period. Payment for hourly fees, at the agreed rate, shall not be paid to a DRB member until the amount and extent of those fees are approved by the STATE and CONTRACTOR.

Invoices shall be accompanied by original supporting documents, which the CONTRACTOR shall include with the extra work billing when submitting for reimbursement of the STATE's share of cost from the STATE. The CONTRACTOR will be reimbursed for one-half of approved costs of the DRB. No markups will be added to the CONTRACTOR's payment.

##### **C. INSPECTION OF COSTS RECORDS**

The DRB members and the CONTRACTOR shall keep available for inspection by representatives of the STATE and the United States, for a period of 3 years after final payment, the cost records and accounts pertaining to this AGREEMENT. If any litigation, claim, or audit arising out of, in connection with, or related to this contract is initiated before the expiration of the 3-year period, the cost records and accounts shall be retained until such litigation, claim, or audit involving the records is completed.

## **SECTION VII ASSIGNMENT OF TASKS OF WORK**

The DRB members shall not assign the work of this AGREEMENT.

## **SECTION VIII TERMINATION OF DRB MEMBERS**

DRB members may resign from the DRB by providing not less than 15 days written notice of the resignation to the STATE and CONTRACTOR. DRB members may be terminated by their original appointing power or by either party, for failing to fully comply at all times with all required employment and financial disclosure conditions of DRB membership in conformance with the terms of the contract.

## **SECTION IX LEGAL RELATIONS**

The parties hereto mutually understand and agree that the DRB member in the performance of duties on the DRB, is acting in the capacity of an independent agent and not as an employee of either party.

No party to this AGREEMENT shall bear a greater responsibility for damages or personal injury than is normally provided by Federal or State of California Law.

Notwithstanding the provisions of this contract that require the CONTRACTOR to indemnify and hold harmless the STATE, the parties shall jointly indemnify and hold harmless the DRB members from and against all claims, damages, losses, and expenses, including but not limited to attorney's fees, arising out of and resulting from the findings and recommendations of the DRB.

## **SECTION X CONFIDENTIALITY**

The parties hereto mutually understand and agree that all documents and records provided by the parties in reference to issues brought before the DRB, which documents and records are marked "Confidential - for use by the DRB only," shall be kept in confidence and used only for the purpose of resolution of subject disputes, and for assisting in development of DRB findings and recommendations; that such documents and records will not be utilized or revealed to others, except to officials of the parties who are authorized to act on the subject disputes, for any purposes, during the life of the DRB. Upon termination of this AGREEMENT, said confidential documents and records, and all copies thereof, shall be returned to the parties who furnished them to the DRB. However, the parties understand that such documents shall be subsequently discoverable and admissible in court or arbitration proceedings unless a protective order has been obtained by the party seeking further confidentiality.

## **SECTION XI DISPUTES**

Disputes between the parties hereto, including disputes between the DRB members and either party or both parties, arising out of the work or other terms of this AGREEMENT, which cannot be resolved by negotiation and mutual concurrence between the parties, or through the administrative process provided in the contract, shall be resolved by arbitration as provided in Section 9-1.10, "Arbitration," of the Standard Specifications.

## **SECTION XII VENUE, APPLICABLE LAW, AND PERSONAL JURISDICTION**

In the event that any party, including an individual member of the DRB, deems it necessary to institute arbitration proceedings to enforce any right or obligation under this AGREEMENT, the parties hereto agree that such action shall be initiated in the Office of Administrative Hearings of the State of California. The parties hereto agree that all questions shall be resolved by arbitration by application of California law and that the parties to such arbitration shall have the right of appeal from such decisions to the Superior Court in conformance with the laws of the State of California. Venue for the arbitration shall be Sacramento or any other location as agreed to by the parties.

## **SECTION XIII FEDERAL REVIEW AND REQUIREMENTS**

On Federal-Aid contracts, the Federal Highway Administration shall have the right to review the work of the DRB in progress, except for private meetings or deliberations of the DRB.

Other Federal requirements in this agreement shall only apply to Federal-Aid contracts.

**SECTION XIV CERTIFICATION OF THE CONTRACTOR, THE DRB MEMBERS, AND THE STATE**

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT as of the day and year first above written.

DRB MEMBER

DRB MEMBER

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Title : \_\_\_\_\_

DRB MEMBER

By : \_\_\_\_\_

Title : \_\_\_\_\_

CONTRACTOR

CALIFORNIA STATE DEPARTMENT  
OF TRANSPORTATION

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

**5-1.13 FORCE ACCOUNT PAYMENT**

Payment for extra work at force account will be determined by either non-subcontracted or subcontracted force account payment unless otherwise specified.

**Non-Subcontracted Force Account Payment:**

When extra work to be paid for on a force account basis is performed by the Contractor, compensation will be determined in accordance with Section 9-1.03, "Force Account Payment," of the Standard Specifications and these special provisions.

The second, third and fourth paragraphs of Section 9-1.03A, "Work Performed by Contractor," in the Standard Specifications, shall not apply.

Attention is directed to "Time-Related Overhead" of these special provisions.

To the total of the direct costs for work performed on a force account basis, computed as provided in Sections 9-1.03A(1), "Labor," 9-1.03A(2), "Materials," and 9-1.03A(3), "Equipment Rental," of the Standard Specifications, there will be added the following markups:

Cost	Percent Markup
Labor	28
Materials	10
Equipment Rental	10

The above markups shall be applied to work performed on a force account basis, regardless of whether the work revises the current contract completion date.

The above markups, together with payments made for time-related overhead pursuant to "Time-Related Overhead" of these special provisions, shall constitute full compensation for all overhead costs for work performed on a force account basis. These overhead costs shall be deemed to include all items of expense not specifically designated as cost or equipment rental in conformance with the provisions in Sections 9-1.03A(1), "Labor," 9-1.03A(2), "Materials," and 9-1.03A(3), "Equipment Rental," of the Standard Specifications. The total payment made as provided above and in the first paragraph of Section 9-1.03A, "Work Performed by Contractor," of the Standard Specifications shall be deemed to be the actual cost of the work performed on a force account basis, and shall constitute full compensation therefor.

Full compensation for overhead costs for work performed on a force account basis, and for which no adjustment is made to the quantity for time-related overhead conforming to the provisions in "Time-Related Overhead" of these special provisions, shall be considered as included in the markups specified above, and no additional compensation will be allowed therefor.

**Subcontracted Force Account Payment:**

When extra work to be paid for on a force account basis is performed by a subcontractor approved in conformance with the provisions in Section 8-1.01, "Subcontracting," of the Standard Specifications, compensation will be determined in accordance with the provisions in Section 9-1.03, "Force Account Payment," of the Standard Specifications.

**5-1.14 COMPENSATION ADJUSTMENTS FOR PRICE INDEX FLUCTUATIONS**

The provisions of this section shall apply only to the following contract items:

ITEM CODE	ITEM
390102	ASPHALT CONCRETE (TYPE A)
390127	RUBBERIZED ASPHALT CONCRETE (TYPE O)
391005	PAVING ASPHALT (BINDER-PAVEMENT REINFORCING FABRIC)

The compensation payable for asphalt concrete and paving asphalt (binder-pavement reinforcing fabric) will be increased or decreased in conformance with the provisions of this section for paving asphalt price fluctuations exceeding 10 percent (Iu/Ib is greater than 1.10 or less than 0.90) which occur during performance of the work.

The adjustment in compensation will be determined in conformance with the following formulae when the item of asphalt concrete or paving asphalt (binder-pavement reinforcing fabric) is included in a monthly estimate:

- A. Total monthly adjustment = AQ
- B. For an increase in paving asphalt price index exceeding 10 percent:

$$A = 0.90 (1.1023) (Iu/Ib - 1.10) Ib$$

- C. For a decrease in paving asphalt price index exceeding 10 percent:

$$A = 0.90 (1.1023) (Iu/Ib - 0.90) Ib$$

Where:

- A = Adjustment in dollars per tonne of paving asphalt used to produce asphalt concrete and used as a binder for pavement reinforcing fabric rounded to the nearest \$0.01.
- Iu = The California Statewide Paving Asphalt Price Index which is in effect on the first business day of the month within the pay period in which the quantity subject to adjustment was included in the estimate.
- Ib = The California Statewide Paving Asphalt Price Index for the month in which the bid opening for the project occurred.
- Q = Quantity in tonnes of paving asphalt that was used as a binder for pavement reinforcing fabric plus the quantity of paving asphalt that was used in producing the quantity of asphalt concrete shown under "This Estimate" on the monthly estimate using the amount of asphalt determined by the Engineer.

The adjustment in compensation will also be subject to the following:

- A. The compensation adjustments provided herein will be shown separately on payment estimates. The Contractor shall be liable to the State for decreased compensation adjustments and the Department may deduct the amount thereof from any moneys due or that may become due the Contractor.
- B. Compensation adjustments made under this section will be taken into account in making adjustments in conformance with the provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications.
- C. In the event of an overrun of contract time, adjustment in compensation for paving asphalt included in estimates during the overrun period will be determined using the California Statewide Paving Asphalt Price Index in effect on the first business day of the month within the pay period in which the overrun began.

The California Statewide Paving Asphalt Price Index is determined each month on the first business day of the month by the Department using the median of posted prices in effect as posted by Chevron, Mobil, and Unocal for the Buena Vista, Huntington Beach, Kern River, Long Beach, Midway Sunset, and Wilmington fields.

In the event that the companies discontinue posting their prices for a field, the Department will determine an index from the remaining posted prices. The Department reserves the right to include in the index determination the posted prices of additional fields.

The California Statewide Paving Asphalt Price Index is available on the Division of Engineering Services website at:

[http://www.dot.ca.gov/hq/esc/oe/asphalt\\_index/astable.html](http://www.dot.ca.gov/hq/esc/oe/asphalt_index/astable.html)

#### 5-1.15 AREAS FOR CONTRACTOR'S USE

Attention is directed to the provisions in Section 7-1.19, "Rights in Land and Improvements," of the Standard Specifications and these special provisions.

The highway right of way shall be used only for purposes that are necessary to perform the required work. The Contractor shall not occupy the right of way, or allow others to occupy the right of way, for purposes which are not necessary to perform the required work.

No State-owned parcels adjacent to the right of way are available for the exclusive use of the Contractor within the contract limits. The Contractor shall secure, at the Contractor's own expense, areas required for plant sites, storage of equipment or materials, or for other purposes.

No area is available within the contract limits for the exclusive use of the Contractor. Use of the Contractor's work areas and other State-owned property shall be at the Contractor's own risk, and the State shall not be held liable for damage to or loss of materials or equipment located within such areas.

The Contractor shall remove equipment, materials, and rubbish from the work areas and other State-owned property which the Contractor occupies. The Contractor shall leave the areas in a presentable condition in conformance with the provisions in Section 4-1.02, "Final Cleaning Up," of the Standard Specifications.

#### 5-1.16 PAYMENTS

Attention is directed to Sections 9-1.06, "Partial Payments," and 9-1.07, "Payment After Acceptance," of the Standard Specifications and these special provisions.

For the purpose of making partial payments pursuant to Section 9-1.06, "Partial Payments," of the Standard Specifications, the amount set forth for the contract items of work hereinafter listed shall be deemed to be the maximum value of the contract item of work which will be recognized for progress payment purposes:

A. Clearing and Grubbing	\$200,000.00
B. Develop Water Supply	\$ 23,000.00
C. Prepare Storm Water Pollution Prevention Plan	\$ 6,750.00
D. Progress Schedule (Critical Path Method)	\$ 4,500.00
E. Lead Compliance Plan	\$ 9,000.00

After acceptance of the contract pursuant to the provisions in Section 7-1.17, "Acceptance of Contract," of the Standard Specifications, the amount, if any, payable for a contract item of work in excess of the maximum value for progress payment purposes hereinabove listed for the item, will be included for payment in the first estimate made after acceptance of the contract.

In determining the partial payments to be made to the Contractor, only the following listed materials will be considered for inclusion in the payment as materials furnished but not incorporated in the work:

- A. Welded steel pipe and appurtenances for the Nevada Irrigation District facilities
- B. Ductile iron pipe and appurtenances for the Nevada Irrigation District facilities
- C. Reinforced concrete pipe and appurtenances for the Nevada Irrigation District facilities
- D. Miscellaneous iron and steel
- E. Miscellaneous metal and appurtenances (NID Flume Walkway and Railing)
- F. Prestressing Steel for Cast-in-Place Members (Sealed Packages Only)
- G. Prestressing Ducts and Anchorages
- H. Joint Seals
- I. Bar Reinforcing Steel
- J. Concrete Pipe and Appurtenances
- K. Corrugated Steel Pipe and Appurtenances
- L. Welded Steel Pipe
- M. Railings and Appurtenances
- N. Rock Slope Protection Fabric
- O. Pavement Markers

- P. Pavement Reinforcing Fabric
- Q. Blow Off Assemblies

#### **5-1.17 PROJECT INFORMATION**

The information in this section has been compiled specifically for this project and is made available for bidders and Contractors. Other information referenced in the Standard Specifications and these special provisions do not appear in this section. The information is subject to the conditions and limitations set forth in Section 2-1.03, "Examination of Plans, Specifications, Contract, and Site of Work," and Section 6-2, "Local Materials," of the Standard Specifications. Bidders and Contractors shall be responsible for knowing the procedures for obtaining information.

Information attached to the project plans is as follows:

- A. Log of test borings for Slacks Ravine, Bridge No. 17-0104.
- B. Log of test borings for Slacks Ravine, Bridge No. 17-0105.

Information included in the Information Handout provided to bidders and Contractors is as follows:

- A. Foundation Report for Slacks Ravine, Bridge Number 17-0104, dated August 29, 2005.
- B. Foundation Report for Slacks Ravine, Bridge Number 17-0104, dated October 3, 2005.
- C. Foundation Report for Slacks Ravine, Bridge Number 17-0105, dated June 21, 2005.
- D. California Regional Water Quality Control Board, Central Valley Region, Section 401 "Order for Technically-conditioned Certification".
- E. California Department of Fish and Game, 1602 Permit.
- F. United States Army Corps of Engineers, 404 Permit.
- G. Geotechnical Investigation – Rippability Study.
- H. Optional Disposal Site.
- I. Cal-OSHA M&T unit Underground Classification No. C105-057-06T through C116-057-06T.

Information available at the North Region Construction Office is as follows:

- A. Cross Sections.

Cross sections are available in paper format only.

The North Region Construction Office is located at 379 Colusa Highway, Yuba City, CA 95991.

Information available for inspection at the Transportation Laboratory is as follows:

- A. Borehole Core Samples.

Bidders and Contractors may contact the Transportation Laboratory to request viewing rock cores via electronic mail at the following address:

Coreroom@dot.ca.gov

Request shall be submitted at least 5 working days before the intended date for viewing, and shall include the District-County-Route, bridge number, contract number, viewing date, and contact information including telephone number.

#### **5-1.18 RELATIONS WITH CALIFORNIA DEPARTMENT OF FISH AND GAME**

A portion of this project is located within the jurisdiction of the California Department of Fish and Game. An agreement regarding a stream or lake has been entered into by the Department of Transportation and the Department of Fish and Game. The Contractor shall be fully informed of the requirements of this agreement as well as rules, regulations, and conditions that may govern the Contractor's operations in these areas and shall conduct the work accordingly.

Copies of the agreement may be obtained at the Department of Transportation, Plans and Bid Documents Section, MS 26, 1120 N Street, Room 200, Sacramento, CA 95814, Telephone 916-654-4490, and are available for inspection at the office of the District Director of Transportation at the Northern Region Construction Office at 379-A Colusa Highway, Yuba City, California 95991.

It is unlawful for any person to divert, obstruct or change the natural flow of the bed, channel or bank of a stream, river or lake without first notifying the Department of Fish and Game, unless the project or activity is noticed and constructed in conformance with conditions imposed under Fish and Game Code Section 1601.

Attention is directed to Sections 7-1.01, "Laws to be Observed," 7-1.01G, "Water Pollution," and 7-1.12, "Indemnification and Insurance," of the Standard Specifications.

Modifications to the agreement between the Department of Transportation and the Department of Fish and Game which are proposed by the Contractor shall be submitted in writing to the Engineer for transmittal to the Department of Fish and Game for their consideration.

When the Contractor is notified by the Engineer that a modification to the agreement is under consideration, no work shall be performed which is inconsistent with the original agreement or proposed modification until the Departments take action on the proposed modifications. Compensation for delay will be determined in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The provisions of this section shall be made a part of every subcontract executed pursuant to this contract.

Modifications to any agreement between the Department of Transportation and the Department of Fish and Game will be fully binding on the Contractor. The provisions of this section shall be made a part of every subcontract executed pursuant to this contract.

#### **5-1.19 RELATIONS WITH CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD**

The location of the Route 20 Curve Realignment and Widening Project is within an area controlled by the Regional Water Quality Control Board. The Regional Water Quality Control Board has issued a Section 401 "Order for Technically-conditioned Certification" covering work to be performed under this contract. The Contractor shall be fully informed of rules, regulations, and conditions that may govern the Contractor's operations in the areas and shall conduct the work accordingly.

Copies of the order may be obtained at the Department of Transportation, Plans and Bid Documents Section, MS 26, 1120 N Street, Room 200, Sacramento, CA 95814, Telephone 916-654-4490, and are available for inspection at the office of the District Director of Transportation at the Northern Region Construction Office at 379-A Colusa Highway, Yuba City, California 95991.

Attention is directed to Section 7-1.11, "Preservation of Property," and Section 7-1.12, "Indemnification and Insurance," of the Standard Specifications.

The Contractor's attention is directed to the following conditions which are among those established by the Regional Water Quality Control Board in their Order for this project:

- A. The discharge of petroleum products or excavated materials to surface waters is prohibited.
- B. Activities shall not cause visible oil, grease, or foam in the work area or downstream.
- C. In the event that project activities result in the deposition of soil materials or creation of a visible plume in surface waters, monitoring shall be conducted immediately upstream and 91 meters downstream of the work site and the results reported to the Regional Water Quality Control Board within 2 weeks.

Changes in the above listed conditions proposed by the Contractor shall be submitted to the Engineer for transmittal to the Regional Water Quality Control Board for their approval. Changes shall not be implemented until approved in writing by the Regional Water Quality Control Board.

Attention is directed to Section 8-1.06, "Time of Completion," of the Standard Specifications. Days during which the Contractor's operations are restricted in the floodway by the requirements of this section shall be considered to be nonworking days if these restrictions cause a delay in the current controlling operation or operations.

#### **5-1.20 RELATIONS WITH UNITED STATES ARMY CORPS OF ENGINEERS**

A portion of this project is located within the jurisdiction of the United States Army Corps of Engineers. A permit regarding Contract 03-1A5304, has been entered into by the Department and the United States Army Corps of Engineers. The Contractor shall be fully informed of the requirements of the permit as well as all rules, regulations, and conditions that may govern operations in said area and shall conduct operations accordingly.

Copies of the permit may be obtained at the Department of Transportation, Plans and Bid Documents Section (MS 26), 1120 N Street, Room 200, Sacramento, CA 95814, Telephone No. (916)654-4490, and are available for inspection at the office of the District Director of Transportation at the Northern Region Construction Office at 379-A Colusa Highway, Yuba City, California 95991.

Attention is directed to Sections 7-1.01, "Laws to be Observed," 7-1.01G, "Water Pollution," and 7-1.12, "Responsibility for Damage," of the Standard Specifications.

When the Contractor is notified by the Engineer that a modification to the permit is under consideration, no work will be allowed which is inconsistent with the proposed modification until the Department takes action on the proposed modifications. Compensation for delay will be determined in accordance with Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The provisions of this section shall be made a part of every subcontract executed pursuant to this contract.

Any modifications to the permit entered into by the Department and the United States Army Corps of Engineers shall be fully binding on the Contractor.

#### **5-1.21 ENVIRONMENTALLY SENSITIVE AREA**

An environmentally sensitive area (ESA) shall consist of an area within and near the limits of construction where access is prohibited or limited for the preservation of archeological site or existing vegetation, or protection of biological habitat as shown on the plans. The Engineer will determine the exact location of the boundaries of the ESA. No work shall be conducted within the ESA.

Attention is directed to Section 7—1.01 "Laws to be Observed," and Section 7—1.04 "Permits and Licenses," of the Standard Specifications regarding State and Federal regulations, permits, or agreements which pertain to an ESA.

Prior to beginning work, the boundaries of the ESA shall be clearly delineated by the placement of temporary fence (Type ESA).

Vehicle access, storage or transport of materials or equipment, or other project related activities are prohibited within the boundaries of ESA.

The Contractor shall mitigate damage or impacts to the ESA caused by the Contractor's operations, at the Contractor's expense. If the Engineer determines mitigation work will be performed by others, or if mitigation fees are assessed the Department, deductions from moneys due or to become due the Contractor will be made for the mitigation costs.

#### **5-1.22 TUNNEL SAFETY ORDERS**

The work to be performed at the following locations has been classified "Potentially Gassy" by the State Division of Occupational Safety and Health under Section 8422 of the Tunnel Safety Orders of the California Code of Regulations: drainage system 2 at Station "S"102+67, drainage system 8 at Station "S" 110+67, drainage system 11 at Station "S" 112+15, drainage system 16 at Station "R" 118+49, drainage system 22 at Station "S" 125+01, drainage system 23 at Station "DW8" 10+25, drainage system 31 at Station "DW13" 10+30, drainage system 34 at Station "DW15" 10+20, drainage system 47 at Station "S" 149+65, drainage system 54 at Station "S" 162+61, utility drainage system at Station "S" 102+80 and utility drainage system at Station "S" 114+14.

The Contractor's attention is directed to Section 7-1.06, "Safety and Health Provisions," of the Standard Specifications. A change to the work as a direct result of the Contractor's planned operations that would cause work activities to fall under the requirements of the Tunnel Safety Orders, and that has not been shown on the plans or specified in these special provisions shall be reason for suspension of the work. The Contractor shall notify the Engineer not less than 20 days prior to worker exposure to a facility meeting the definition of a tunnel or shaft as described in Sections 8403 or 8405 of the Tunnel Safety Orders. The Department will obtain additional location classifications as may be necessary to allow the work to proceed.

The Contractor shall prominently post a notice of the classification and any special orders, rules, special conditions, or regulations at the tunnel work site, and all personnel shall be informed of the classification.

At least 7 days prior to beginning work covered by these provisions, the Contractor shall submit the name of the person designated as the on-site Safety Representative to the Engineer along with proof of certification by the Division of Occupational Safety and Health as having met the requirements of Section 8406 of the Tunnel Safety Orders of the California Code of Regulations.

### **SECTION 6. (BLANK)**

### **SECTION 7. (BLANK)**

### **SECTION 8. MATERIALS**

#### **SECTION 8-1. MISCELLANEOUS**

##### **8-1.01 SUBSTITUTION OF NON-METRIC MATERIALS AND PRODUCTS**

Only materials and products conforming to the requirements of the specifications shall be incorporated in the work. When metric materials and products are not available, and when approved by the Engineer, and at no cost to the State, materials and products in the United States Standard Measures which are of equal quality and of the required properties and characteristics for the purpose intended, may be substituted for the equivalent metric materials and products, subject to the following provisions:

- A. Materials and products shown on the plans or in the special provisions as being equivalent may be substituted for the metric materials and products specified or detailed on the plans.

- B. Before other non-metric materials and products will be considered for use, the Contractor shall furnish, at the Contractor's expense, evidence satisfactory to the Engineer that the materials and products proposed for use are equal to or better than the materials and products specified or detailed on the plans. The burden of proof as to the quality and suitability of substitutions shall be upon the Contractor and the Contractor shall furnish necessary information as required by the Engineer. The Engineer will be the sole judge as to the quality and suitability of the substituted materials and products and the Engineer's decision will be final.
- C. When the Contractor elects to substitute non-metric materials and products, including materials and products shown on the plans or in the special provisions as being equivalent, the list of sources of material specified in Section 6-1.01, "Source of Supply and Quality of Materials," of the Standard Specification shall include a list of substitutions to be made and contract items involved. In addition, for a change in design or details, the Contractor shall submit plans and working drawings in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. The plans and working drawings shall be submitted at least 7 days before the Contractor intends to begin the work involved.

Unless otherwise specified, the following substitutions of materials and products will be allowed:

SUBSTITUTION TABLE FOR PLAIN WIRE REINFORCEMENT

ASTM Designation: A 82

METRIC SIZE SHOWN ON THE PLANS <sup>2</sup> mm	SIZE TO BE SUBSTITUTED <sup>2</sup> inch x 100
MW9	W1.4
MW10	W1.6
MW13	W2.0
MW15	W2.3
MW19	W2.9
MW20	W3.1
MW22	W3.5
MW25	W3.9, except W3.5 in piles only
MW26	W4.0
MW30	W4.7
MW32	W5.0
MW35	W5.4
MW40	W6.2
MW45	W6.5
MW50	W7.8
MW55	W8.5, except W8.0 in piles only
MW60	W9.3
MW70	W10.9, except W11.0 in piles only
MW80	W12.4
MW90	W14.0
MW100	W15.5

**SUBSTITUTION TABLE FOR BAR REINFORCEMENT**

METRIC BAR DESIGNATION NUMBER <sup>1</sup> SHOWN ON THE PLANS	BAR DESIGNATION NUMBER <sup>2</sup> TO BE SUBSTITUTED
10	3
13	4
16	5
19	6
22	7
25	8
29	9
32	10
36	11
43	14
57	18

<sup>1</sup>Bar designation numbers approximate the number of millimeters of the nominal diameter of the bars.

<sup>2</sup>Bar numbers are based on the number of eighths of an inch included in the nominal diameter of the bars.

No adjustment will be required in spacing or total number of reinforcing bars due to a difference in minimum yield strength between metric and non-metric bars.

**SUBSTITUTION TABLE FOR SIZES OF:**

(1) STEEL FASTENERS FOR GENERAL APPLICATIONS (ASTM Designation: A 307 or AASHTO Designation: M 314, Grade 36 or 55), and

(2) HIGH STRENGTH STEEL FASTENERS (ASTM Designation: A 325 or A 449)

METRIC SIZE SHOWN ON THE PLANS mm	SIZE TO BE SUBSTITUTED inch
6 or 6.35	1/4
8 or 7.94	5/16
10 or 9.52	3/8
11 or 11.11	7/16
13, 12.70, or M12	1/2
14 or 14.29	9/16
16, 15.88, or M16	5/8
19, 19.05, or M20	3/4
22, 22.22, or M22	7/8
24, 25, 25.40, or M24	1
29, 28.58, or M27	1-1/8
32, 31.75, or M30	1-1/4
35 or 34.93	1-3/8
38, 38.10, or M36	1-1/2
44 or 44.45	1-3/4
51 or 50.80	2
57 or 57.15	2-1/4
64 or 63.50	2-1/2
70 or 69.85	2-3/4
76 or 76.20	3
83 or 82.55	3-1/4
89 or 88.90	3-1/2
95 or 95.25	3-3/4
102 or 101.60	4

SUBSTITUTION TABLE FOR NOMINAL THICKNESS OF SHEET METAL

UNCOATED HOT AND COLD ROLLED SHEETS		HOT-DIPPED ZINC COATED SHEETS (GALVANIZED)	
METRIC THICKNESS SHOWN ON THE PLANS mm	GAGE TO BE SUBSTITUTED inch	METRIC THICKNESS SHOWN ON THE PLANS mm	GAGE TO BE SUBSTITUTED inch
7.94	0.3125	4.270	0.1681
6.07	0.2391	3.891	0.1532
5.69	0.2242	3.510	0.1382
5.31	0.2092	3.132	0.1233
4.94	0.1943	2.753	0.1084
4.55	0.1793	2.372	0.0934
4.18	0.1644	1.994	0.0785
3.80	0.1495	1.803	0.0710
3.42	0.1345	1.613	0.0635
3.04	0.1196	1.461	0.0575
2.66	0.1046	1.311	0.0516
2.28	0.0897	1.158	0.0456
1.90	0.0747	1.006 or 1.016	0.0396
1.71	0.0673	0.930	0.0366
1.52	0.0598	0.853	0.0336
1.37	0.0538	0.777	0.0306
1.21	0.0478	0.701	0.0276
1.06	0.0418	0.627	0.0247
0.91	0.0359	0.551	0.0217
0.84	0.0329	0.513	0.0202
0.76	0.0299	0.475	0.0187
0.68	0.0269	-----	-----
0.61	0.0239	-----	-----
0.53	0.0209	-----	-----
0.45	0.0179	-----	-----
0.42	0.0164	-----	-----
0.38	0.0149	-----	-----

**SUBSTITUTION TABLE FOR WIRE**

METRIC THICKNESS SHOWN ON THE PLANS mm	WIRE THICKNESS TO BE SUBSTITUTED inch	GAGE NO.
6.20	0.244	3
5.72	0.225	4
5.26	0.207	5
4.88	0.192	6
4.50	0.177	7
4.11	0.162	8
3.76	0.148	9
3.43	0.135	10
3.05	0.120	11
2.69	0.106	12
2.34	0.092	13
2.03	0.080	14
1.83	0.072	15
1.57	0.062	16
1.37	0.054	17
1.22	0.048	18
1.04	0.041	19
0.89	0.035	20

**SUBSTITUTION TABLE FOR PIPE PILES**

METRIC SIZE SHOWN ON THE PLANS mm x mm	SIZE TO BE SUBSTITUTED inch x inch
PP 360 x 4.55	NPS 14 x 0.179
PP 360 x 6.35	NPS 14 x 0.250
PP 360 x 9.53	NPS 14 x 0.375
PP 360 x 11.12	NPS 14 x 0.438
PP 406 x 12.70	NPS 16 x 0.500
PP 460 x T	NPS 18 x T"
PP 508 x T	NPS 20 x T"
PP 559 x T	NPS 22 x T"
PP 610 x T	NPS 24 x T"
PP 660 x T	NPS 26 x T"
PP 711 x T	NPS 28 x T"
PP 762 x T	NPS 30 x T"
PP 813 x T	NPS 32 x T"
PP 864 x T	NPS 34 x T"
PP 914 x T	NPS 36 x T"
PP 965 x T	NPS 38 x T"
PP 1016 x T	NPS 40 x T"
PP 1067 x T	NPS 42 x T"
PP 1118 x T	NPS 44 x T"
PP 1219 x T	NPS 48 x T"
PP 1524 x T	NPS 60 x T"

The thickness in millimeters (T) represents an exact conversion of the thickness in inches (T").

**SUBSTITUTION TABLE FOR CIDH CONCRETE PILING**

METRIC SIZE SHOWN ON THE PLANS	ACTUAL AUGER SIZE TO BE SUBSTITUTED inches
350 mm	14
400 mm	16
450 mm	18
600 mm	24
750 mm	30
900 mm	36
1.0 m	42
1.2 m	48
1.5 m	60
1.8 m	72
2.1 m	84
2.4 m	96
2.7 m	108
3.0 m	120
3.3 m	132
3.6 m	144
4.0 m	156

**SUBSTITUTION TABLE FOR STRUCTURAL TIMBER AND LUMBER**

METRIC MINIMUM DRESSED DRY, SHOWN ON THE PLANS mm x mm	METRIC MINIMUM DRESSED GREEN, SHOWN ON THE PLANS mm x mm	NOMINAL SIZE TO BE SUBSTITUTED inch x inch
19x89	20x90	1x4
38x89	40x90	2x4
64x89	65x90	3x4
89x89	90x90	4x4
140x140	143x143	6x6
140x184	143x190	6x8
184x184	190x190	8x8
235x235	241x241	10x10
286x286	292x292	12x12

SUBSTITUTION TABLE FOR NAILS AND SPIKES

METRIC COMMON NAIL, SHOWN ON THE PLANS	METRIC BOX NAIL, SHOWN ON THE PLANS	METRIC SPIKE, SHOWN ON THE PLANS	SIZE TO BE SUBSTITUTED Penny-weight
Length, mm Diameter, mm	Length, mm Diameter, mm	Length, mm Diameter, mm	
50.80 2.87	50.80 2.51	————	6d
63.50 3.33	63.50 2.87	————	8d
76.20 3.76	76.20 3.25	76.20 4.88	10d
82.55 3.76	82.55 3.25	82.55 4.88	12d
88.90 4.11	88.90 3.43	88.90 5.26	16d
101.60 4.88	101.60 3.76	101.60 5.72	20d
114.30 5.26	114.30 3.76	114.30 6.20	30d
127.00 5.72	127.00 4.11	127.00 6.68	40d
————	————	139.70 7.19	50d
————	————	152.40 7.19	60d

SUBSTITUTION TABLE FOR IRRIGATION  
COMPONENTS

METRIC WATER METERS, TRUCK LOADING STANDPIPES, VALVES, BACKFLOW PREVENTERS, FLOW SENSORS, WYE STRAINERS, FILTER ASSEMBLY UNITS, PIPE SUPPLY LINES, AND PIPE IRRIGATION SUPPLY LINES SHOWN ON THE PLANS DIAMETER NOMINAL (DN) mm	NOMINAL SIZE TO BE SUBSTITUTED  inch
15	1/2
20	3/4
25	1
32	1-1/4
40	1-1/2
50	2
65	2-1/2
75	3
100	4
150	6
200	8
250	10
300	12
350	14
400	16

Unless otherwise specified, substitutions of United States Standard Measures standard structural shapes corresponding to the metric designations shown on the plans and in conformance with the requirements in ASTM Designation: A 6/A 6M, Annex 2, will be allowed.

**8-1.02 PREQUALIFIED AND TESTED SIGNING AND DELINEATION MATERIALS**

The Department maintains the following list of Prequalified and Tested Signing and Delineation Materials. The Engineer shall not be precluded from sampling and testing products on the list of Prequalified and Tested Signing and Delineation Materials.

The manufacturer of products on the list of Prequalified and Tested Signing and Delineation Materials shall furnish the Engineer a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for each type of traffic product supplied.

For those categories of materials included on the list of Prequalified and Tested Signing and Delineation Materials, only those products shown within the listing may be used in the work. Other categories of products, not included on the list of Prequalified and Tested Signing and Delineation Materials, may be used in the work provided they conform to the requirements of the Standard Specifications.

Materials and products may be added to the list of Prequalified and Tested Signing and Delineation Materials if the manufacturer submits a New Product Information Form to the New Product Coordinator at the Transportation Laboratory. Upon a Departmental request for samples, sufficient samples shall be submitted to permit performance of required tests. Approval of materials or products will depend upon compliance with the specifications and tests the Department may elect to perform.

## **PAVEMENT MARKERS, PERMANENT TYPE**

### **Retroreflective With Abrasion Resistant Surface (ARS)**

- A. Apex, Model 921AR (100 mm x 100 mm)
- B. Avery Dennison, Models C88 (100 mm x 100 mm), 911 (100 mm x 100 mm) and 953 (70 mm x 114 mm)
- C. Ray-O-Lite, Model "AA" ARS (100 mm x 100 mm)
- D. 3M Series 290 (89 mm x 100 mm)
- E. 3M Series 290 PSA, with pressure sensitive adhesive pad (89 mm x 100 mm)

### **Retroreflective With Abrasion Resistant Surface (ARS)**

(for recessed applications only)

- A. Avery Dennison, Model 948 (58 mm x 119 mm)
- B. Avery Dennison, Model 944SB (51 mm x 100 mm)\*
- C. Ray-O-Lite, Model 2002 (58 mm x 117 mm)
- D. Ray-O-Lite, Model 2004 ARS (51 mm x 100 mm)\*

\*For use only in 114 mm wide (older) recessed slots

### **Non-Reflective, 100 mm Round**

- A. Apex Universal (Ceramic)
- B. Apex Universal, Models 929 (ABS) and 929PP (Polypropylene)
- C. Glowlite, Inc. (Ceramic)
- D. Hi-Way Safety, Inc., Models P20-2000W and 2001Y (ABS)
- E. Interstate Sales, "Diamond Back" (Polypropylene)
- F. Novabrite Models Cdot (White) Cdot-y (Yellow), Ceramic
- G. Novabrite Models Pdot-w (White) Pdot-y (Yellow), Polypropylene
- H. Three D Traffic Works TD10000 (ABS), TD10500 (Polypropylene)

## **PAVEMENT MARKERS, TEMPORARY TYPE**

### **Temporary Markers For Long Term Day/Night Use (6 months or less)**

- A. Vega Molded Products "Temporary Road Marker" (75 mm x 100 mm)

### **Temporary Markers For Short Term Day/Night Use (14 days or less)**

(For seal coat or chip seal applications, clear protective covers are required)

- A. Apex Universal, Model 932
- B. Bunzl Extrusion, Models T.O.M., T.R.P.M., and "HH" (High Heat)
- C. Hi-Way Safety, Inc., Model 1280/1281
- D. Glowlite, Inc., Model 932

## **STRIPING AND PAVEMENT MARKING MATERIAL**

### **Permanent Traffic Striping and Pavement Marking Tape**

- A. Advanced Traffic Marking, Series 300 and 400
- B. Brite-Line, Series 1000
- C. Brite-Line, "DeltaLine XRP"
- D. Swarco Industries, "Director 35" (For transverse application only)
- E. Swarco Industries, "Director 60"
- F. 3M, "Stamark" Series 380 and 5730
- G. 3M, "Stamark" Series 420 (For transverse application only)

### **Temporary (Removable) Striping and Pavement Marking Tape (6 months or less)**

- A. Advanced Traffic Marking, Series 200
- B. Brite-Line, Series 100
- C. Garlock Rubber Technologies, Series 2000
- D. P.B. Laminations, Aztec, Grade 102
- E. Swarco Industries, "Director-2"
- F. Trelleborg Industries, R140 Series
- G. 3M, Series 620 "CR", and Series A750

- H. 3M, Series A145, Removable Black Line Mask  
(Black Tape: for use only on Asphalt Concrete Surfaces)
- I. Advanced Traffic Marking Black "Hide-A-Line"  
(Black Tape: for use only on Asphalt Concrete Surfaces)
- J. Brite-Line "BTR" Black Removable Tape  
(Black Tape: for use only on Asphalt Concrete Surfaces)
- K. Trelleborg Industries, RB-140  
(Black Tape: for use only on Asphalt Concrete Surfaces)

**Preformed Thermoplastic (Heated in place)**

- A. Avery Dennison, "Hotape"
- B. Flint Trading, "Premark," "Premark 20/20 Flex," and "Premark 20/20 Flex Plus"
- C. Ennis Paint Inc., "Flametape"

**Ceramic Surfacing Laminate, 150 mm x 150 mm**

- A. Highway Ceramics, Inc.

**CLASS 1 DELINEATORS**

**One Piece Driveable Flexible Type, 1700 mm**

- A. Bunzl Extrusion, "Flexi-Guide Models 400 and 566"
- B. Carsonite, Curve-Flex CFRM-400
- C. Carsonite, Roadmarker CRM-375
- D. FlexStake, Model 654 TM
- E. GreenLine Models HWD1-66 and CGD1-66

**Special Use Type, 1700 mm**

- A. Bunzl Extrusion, Model FG 560 (with 450 mm U-Channel base)
- B. Carsonite, "Survivor" (with 450 mm U-Channel base)
- C. Carsonite, Roadmarker CRM-375 (with 450 mm U-Channel base)
- D. FlexStake, Model 604
- E. GreenLine Models HWDU and CGD (with 450 mm U-Channel base)
- F. Impact Recovery Model D36, with #105 Driveable Base
- G. Safe-Hit with 200 mm pavement anchor (SH248-GP1)
- H. Safe-Hit with 380 mm soil anchor (SH248-GP2) and with 450 mm soil anchor (SH248-GP3)

**Surface Mount Type, 1200 mm**

- A. Bent Manufacturing Company, Masterflex Model MF-180EX-48
- B. Carsonite, "Super Duck II"
- C. FlexStake, Surface Mount, Models 704 and 754 TM
- D. Impact Recovery Model D48, with #101 Fixed (Surface-Mount) Base
- E. Three D Traffic Works "Channelflex" ID No. 522248W

**CHANNELIZERS**

**Surface Mount Type, 900 mm**

- A. Bent Manufacturing Company, Masterflex Models MF-360-36 (Round) and MF-180-36 (Flat)
- B. Bunzl Extrusion, Flexi-Guide Models FG300PE and FG300UR
- C. Carsonite, "Super Duck" (Flat SDF-436, Round SDR-336)
- D. Carsonite, "Super Duck II" Model SDCF203601MB "The Channelizer"
- E. FlexStake, Surface Mount, Models 703 and 753 TM
- F. GreenLine, Model SMD-36
- G. Hi-Way Safety, Inc. "Channel Guide Channelizer" Model CGC36
- H. Impact Recovery Model D36, with #101 Fixed (Surface-Mount) Base
- I. Repo, Models 300 and 400
- J. Safe-Hit, Guide Post, Model SH236SMA
- K. Three D Traffic Works "Channelflex" ID No. 522053W

### **Lane Separation System**

- A. Bunzl "Flexi-Guide (FG) 300 Curb System"
- B. Qwick Kurb, "Klemmfix Guide System"
- C. Recycled Technology, Inc. "Safe-Lane System"

### **CONICAL DELINEATORS, 1070 mm**

(For 700 mm Traffic Cones, see Standard Specifications)

- A. Bent Manufacturing Company "T-Top"
- B. Plastic Safety Systems "Navigator-42"
- C. Radiator Specialty Company "Enforcer"
- D. Roadmaker Company "Stacker"
- E. Traffix Devices "Grabber"
- F. Three D Traffic Works "Ringtop" TD7000, ID No. 742143

### **OBJECT MARKERS**

#### **Type "K", 450 mm**

- A. Bunzl, Model FG318PE
- B. Carsonite, Model SMD 615
- C. FlexStake, Model 701 KM
- D. Repo, Models 300 and 400
- E. Safe-Hit, Model SH718SMA

#### **Type "K-4" / "Q" Object Markers, 600 mm**

- A. Bent Manufacturing "Masterflex" Model MF-360-24
- B. Bunzl Extrusion, Model FG324PE
- C. Carsonite, Super Duck II
- D. FlexStake, Model 701KM
- E. Repo, Models 300 and 400
- F. Safe-Hit, Models SH8 24SMA\_WA and SH8 24GP3\_WA
- G. The Line Connection, Model DP21-4Q
- H. Three D Traffic Works "Q" Marker, ID No. 531702W

### **CONCRETE BARRIER MARKERS AND TEMPORARY RAILING (TYPE K) REFLECTORS**

#### **Impactable Type**

- A. ARTUK, "FB"
- B. Bunzl Extrusion, Models PCBM-12 and PCBM-T12
- C. Duraflex Corp., "Flexx 2020" and "Electriflexx"
- D. Hi-Way Safety, Inc., Model GMKRM100
- E. Plastic Safety Systems "BAM" Models OM-BARR and OM-BWAR
- F. Three D Traffic Works "Roadguide" Model TD 9304

#### **Non-Impactable Type**

- A. ARTUK, JD Series
- B. Plastic Safety Systems "BAM" Models OM-BITARW and OM-BITARA
- C. Vega Molded Products, Models GBM and JD
- D. Plastic Vacuum Forming, "Cap-It C400"

### **METAL BEAM GUARD RAIL POST MARKERS**

(For use to the left of traffic)

- A. Bunzl Extrusion, "Mini" (75 mm x 254 mm)
- B. Creative Building Products, "Dura-Bull, Model 11201"
- C. Duraflex Corp., "Railrider"
- D. Plastic Vacuum Forming, "Cap-It C300"

## **CONCRETE BARRIER DELINEATORS, 400 mm**

(For use to the right of traffic)

- A. Bunzl Extrusion, Model PCBM T-16
- B. Safe-Hit, Model SH216RBM

## **CONCRETE BARRIER-MOUNTED MINI-DRUM (260 mm x 360 mm x 570 mm)**

- A. Stinson Equipment Company "SaddleMarker"

## **SOUND WALL DELINEATOR**

(Applied vertically. Place top of 75 mm x 300 mm reflective element at 1200 mm above roadway)

- A. Bunzl Extrusion, PCBM S-36

## **GUARD RAILING DELINEATOR**

(Place top of reflective element at 1200 mm above plane of roadway)

### **Wood Post Type, 686 mm**

- A. Bunzl Extrusion, FG 427 and FG 527
- B. Carsonite, Model 427
- C. FlexStake, Model 102 GR
- D. GreenLine GRD 27
- E. Safe-Hit, Model SH227GRD
- F. Three D Traffic Works "Guardflex" TD9100

### **Steel Post Type**

- A. Carsonite, Model CFGR-327 with CFGRBK300 Mounting Bracket

## **RETROREFLECTIVE SHEETING**

### **Channelizers, Barrier Markers, and Delineators**

- A. Avery Dennison T-6500 Series (For rigid substrate devices only)
- B. Avery Dennison WR-6100 Series
- C. Nippon Carbide Industries, Flexible Ultralite Grade (ULG) II
- D. Reflexite, PC-1000 Metalized Polycarbonate
- E. Reflexite, AC-1000 Acrylic
- F. Reflexite, AP-1000 Metalized Polyester
- G. Reflexite, Conformalight, AR-1000 Abrasion Resistant Coating
- H. 3M, High Intensity

### **Traffic Cones, 330 mm Sleeves**

- A. Reflexite SB (Polyester), Vinyl or "TR" (Semi-transparent)

### **Traffic Cones, 100 mm and 150 mm Sleeves**

- A. Nippon Carbide Industries, Flexible Ultralite Grade (ULG) II
- B. Reflexite, Vinyl, "TR" (Semi-transparent) or "Conformalight"
- C. 3M Series 3840
- D. Avery Dennison S-9000C

### **Barrels and Drums**

- A. Avery Dennison WR-6100
- B. Nippon Carbide Industries, Flexible Ultralite Grade (ULG) II
- C. Reflexite, "Conformalight", "Super High Intensity" or "High Impact Drum Sheeting"
- D. 3M Series 3810

### **Barricades: Type I, Medium-Intensity (Typically Enclosed Lens, Glass-Bead Element)**

- A. American Decal, Adcolite
- B. Avery Dennison, T-1500 and T-1600 series

- C. 3M Engineer Grade, Series 3170

**Barricades: Type II, Medium-High-Intensity (Typically Enclosed Lens, Glass-Bead Element)**

- A. Avery Dennison, T-2500 Series
- B. Kiwalite Type II
- C. Nikkalite 1800 Series

**Signs: Type II, Medium-High-Intensity (Typically Enclosed Lens, Glass-Bead Element)**

- A. Avery Dennison, T-2500 Series
- B. Kiwalite, Type II
- C. Nikkalite 1800 Series

**Signs: Type III, High-Intensity (Typically Encapsulated Glass-Bead Element)**

- A. Avery Dennison, T-5500 and T-5500A Series
- B. Nippon Carbide Industries, Nikkalite Brand Ultralite Grade II
- C. 3M Series 3870

**Signs: Type IV, High-Intensity (Typically Unmetallized Microprismatic Element)**

- A. Avery Dennison, T-6500 Series
- B. Nippon Carbide Industries, Crystal Grade, 94000 Series
- C. Nippon Carbide Industries, Model No. 94847 Fluorescent Orange
- D. Nippon Carbide Industries, Model No. 94844 Fluorescent Yellow Green

**Signs: Type VI, Elastomeric (Roll-Up) High-Intensity, without Adhesive**

- A. Avery Dennison, WU-6014
- B. Novabrite LLC, "Econobrite"
- C. Reflexite "Vinyl"
- D. Reflexite "SuperBright"
- E. Reflexite "Marathon"
- F. 3M Series RS34 Orange and RS20 Fluorescent Orange

**Signs: Type VII, Super-High-Intensity (Typically Unmetallized Microprismatic Element)**

- A. 3M LDP Series 3924 Fluorescent Orange
- B. 3M LDP Series 3970

**Signs: Type VIII, Super-High-Intensity (Typically Unmetallized Microprismatic Element)**

- A. Avery Dennison, T-7500 Series
- B. Avery Dennison, T-7511 Fluorescent Yellow
- C. Avery Dennison, T-7513 Fluorescent Yellow Green
- D. Avery Dennison, W-7514 Fluorescent Orange
- E. Nippon Carbide Industries, Nikkalite Crystal Grade Series 92800
- F. Nippon Carbide Industries, Nikkalite Crystal Grade Model 92844 Fluorescent Yellow/Green
- G. Nippon Carbide Industries, Nikkalite Crystal Grade Model 92847 Fluorescent Orange

**Signs: Type IX, Very-High-Intensity (Typically Unmetallized Microprismatic Element)**

- A. 3M VIP Series 3981 Diamond Grade Fluorescent Yellow
- B. 3M VIP Series 3983 Diamond Grade Fluorescent Yellow/Green
- C. 3M VIP Series 3990 Diamond Grade

**SPECIALTY SIGNS**

- A. Hallmark Technologies, Inc., All Sign STOP Sign (All Plastic), 750 mm
- B. Reflexite "Endurance" Work Zone Sign (with Semi-Rigid Plastic Substrate)

**SIGN SUBSTRATE**

**Fiberglass Reinforced Plastic (FRP)**

- A. Fiber-Brite

- B. Sequentia, "Polyplate"
- C. Inteplast Group "InteCel" (13 mm for Post-Mounted CZ Signs, 1200 mm or less)

#### **Aluminum Composite**

- A. Alcan Composites "Dibond Material, 2 mm" (for temporary construction signs only)
- B. Mitsubishi Chemical America, Alpolic 350 (for temporary construction signs only)

### **8-1.03 STATE-FURNISHED MATERIALS**

Attention is directed to Section 6-1.02, "State-Furnished Materials," of the Standard Specifications and these special provisions.

The following materials will be furnished to the Contractor:

- A. Sign panels for roadside signs.
- B. Identification stickers for pipe marker post.
- C. Marker panels for Type N object markers.

The Contractor shall submit a written request to the Engineer for State furnished sign panels for roadside signs at least 100 days in advance of their intended installation. The number, type, and size of the sign panels shall be provided to the Engineer.

Sign panels will be furnished to the Contractor at the Marysville Sign Yard located at 1403 Furneaux Road, Marysville, CA, 95901.

The Contractor shall notify the Engineer not less than one week before sign panels are to be picked up by the Contractor.

### **8-1.04 ENGINEERING FABRICS**

Engineering fabrics shall conform to the provisions in Section 88, "Engineering Fabrics," of the Standard Specifications and these special provisions.

Filter fabric for this project shall be ultraviolet (UV) ray protected.

## **SECTION 8-2. CONCRETE**

### **8-2.01 PORTLAND CEMENT CONCRETE**

Portland cement concrete shall conform to the provisions in Section 90, "Portland Cement Concrete," of the Standard Specifications and these special provisions.

References to Section 90-2.01, "Portland Cement," of the Standard Specifications shall mean Section 90-2.01, "Cement," of the Standard Specifications.

Mineral admixture shall be combined with cement in conformance with the provisions in Section 90-4.08, "Required Use of Mineral Admixtures," of the Standard Specifications for the concrete materials specified in Section 56-2, "Roadside Signs," of the Standard Specifications.

The requirements of Section 90-4.08, "Required Use of Mineral Admixture," of the Standard Specifications shall not apply to Section 19-3.025C, "Soil Cement Bedding," of the Standard Specifications.

The Department maintains a list of sources of fine and coarse aggregate that have been approved for use with a reduced amount of mineral admixture in the total amount of cementitious material to be used. A source of aggregate will be considered for addition to the approved list if the producer of the aggregate submits to the Transportation Laboratory certified test results from a qualified testing laboratory that verify the aggregate complies with the requirements. Prior to starting the testing, the aggregate test shall be registered with the Department. A registration number can be obtained by calling (916) 227-7228. The registration number shall be used as the identification for the aggregate sample in correspondence with the Department. Upon request, a split of the tested sample shall be provided to the Department. Approval of aggregate will depend upon compliance with the specifications, based on the certified test results submitted, together with any replicate testing the Department may elect to perform. Approval will expire 3 years from the date the most recent registered and evaluated sample was collected from the aggregate source.

Qualified testing laboratories shall conform to the following requirements:

- A. Laboratories performing ASTM Designation: C 1293 shall participate in the Cement and Concrete Reference Laboratory (CCRL) Concrete Proficiency Sample Program and shall have received a score of 3 or better on all tests of the previous 2 sets of concrete samples.

- B. Laboratories performing ASTM Designation: C 1260 shall participate in the Cement and Concrete Reference Laboratory (CCRL) Pozzolan Proficiency Sample Program and shall have received a score of 3 or better on the shrinkage and soundness tests of the previous 2 sets of pozzolan samples.

Aggregates on the list shall conform to one of the following requirements:

- A. When the aggregate is tested in conformance with the requirements in California Test 554 and ASTM Designation: C 1293, the average expansion at one year shall be less than or equal to 0.040 percent; or
- B. When the aggregate is tested in conformance with the requirements in California Test 554 and ASTM Designation: C 1260, the average of the expansion at 16 days shall be less than or equal to 0.15 percent.

The amounts of cement and mineral admixture used in cementitious material shall be sufficient to satisfy the minimum cementitious material content requirements specified in Section 90-1.01, "Description," or Section 90-4.05, "Optional Use of Chemical Admixtures," of the Standard Specifications and shall conform to the following:

- A. The minimum amount of cement shall not be less than 75 percent by mass of the specified minimum cementitious material content.
- B. The minimum amount of mineral admixture to be combined with cement shall be determined using one of the following criteria:
  - 1. When the calcium oxide content of a mineral admixture is equal to or less than 2 percent by mass, the amount of mineral admixture shall not be less than 15 percent by mass of the total amount of cementitious material to be used in the mix.
  - 2. When the calcium oxide content of a mineral admixture is greater than 2 percent by mass, and any of the aggregates used are not listed on the approved list as specified in these special provisions, then the amount of mineral admixture shall not be less than 25 percent by mass of the total amount of cementitious material to be used in the mix.
  - 3. When the calcium oxide content of a mineral admixture is greater than 2 percent by mass and the fine and coarse aggregates are listed on the approved list as specified in these special provisions, then the amount of mineral admixture shall not be less than 15 percent by mass of the total amount of cementitious material to be used in the mix.
  - 4. When a mineral admixture that conforms to the provisions for silica fume in Section 90-2.04, "Admixture Materials," of the Standard Specifications is used, the amount of mineral admixture shall not be less than 10 percent by mass of the total amount of cementitious material to be used in the mix.
  - 5. When a mineral admixture that conforms to the provisions for silica fume in Section 90-2.04, "Admixture Materials," of the Standard Specifications is used and the fine and coarse aggregates are listed on the approved list as specified in these special provisions, then the amount of mineral admixture shall not be less than 7 percent by mass of the total amount of cementitious material to be used in the mix.
- C. The total amount of mineral admixture shall not exceed 35 percent by mass of the total amount of cementitious material to be used in the mix. Where Section 90-1.01, "Description," of the Standard Specifications specifies a maximum cementitious content in kilograms per cubic meter, the total mass of cement and mineral admixture per cubic meter shall not exceed the specified maximum cementitious material content.

#### **8-2.02 FREEZING CONDITION REQUIREMENTS**

The mortar strength of fine aggregate relative to the mortar strength of Ottawa sand shall be 100 percent, minimum, as determined by California Test 515.

Portland cement concrete and precast portland cement concrete products shall contain not less than 350 kilograms of cement per cubic meter unless a higher cement content is required elsewhere in these special provisions.

An air-entraining admixture conforming to the provisions in Section 90-4, "Admixtures," of the Standard Specifications shall be added to the concrete at the rate required to result in an air content of  $6 \pm 1.5$  percent in the freshly mixed concrete, unless a different air content is specified in these special provisions.

## SECTION 8-3. WELDING

### 8-3.01 WELDING

#### GENERAL

Flux core welding electrodes conforming to the requirements of AWS A5.20 E6XT-4 or E7XT-4 shall not be used to perform welding for this project.

Wherever reference is made to the following AWS welding codes in the Standard Specifications, on the plans, or in these special provisions, the year of adoption for these codes shall be as listed:

AWS Code	Year of Adoption
D1.1	2002
D1.4	1998
D1.5	2002
D1.6	1999

Requirements of the AWS welding codes shall apply unless specified otherwise in the Standard Specifications, on the plans, or in these special provisions. Wherever the abbreviation AWS is used, it shall be equivalent to the abbreviations ANSI/AWS or AASHTO/AWS.

Section 6.1.1.1 of AWS D1.5 is replaced with the following:

Quality Control (QC) shall be the responsibility of the Contractor. As a minimum, the Contractor shall perform inspection and testing of each weld joint prior to welding, during welding, and after welding as specified in this section and as necessary to ensure that materials and workmanship conform to the requirements of the contract documents.

Sections 6.1.3 through 6.1.4.3 of AWS D1.1, Section 7.1.2 of AWS D1.4, and Sections 6.1.1.2 through 6.1.3.3 of AWS D1.5 are replaced with the following:

The QC Inspector shall be the duly designated person who acts for and on behalf of the Contractor for inspection, testing, and quality related matters for all welding.

Quality Assurance (QA) is the prerogative of the Engineer. The QA Inspector is the duly designated person who acts for and on behalf of the Engineer.

The QC Inspector shall be responsible for quality control acceptance or rejection of materials and workmanship, and shall be currently certified as an AWS Certified Welding Inspector (CWI) in conformance with the requirements in AWS QC1, "Standard for AWS Certification of Welding Inspectors."

The QC Inspector may be assisted by an Assistant QC Inspector provided that this individual is currently certified as an AWS Certified Associate Welding Inspector (CAWI) in conformance with the requirements in AWS QC1, "Standard for AWS Certification of Welding Inspectors." The Assistant QC Inspector may perform inspection under the direct supervision of the QC Inspector provided the Assistant is always within visible and audible range of the QC Inspector. The QC Inspector shall be responsible for signing all reports and for determining if welded materials conform to workmanship and acceptance criteria. The ratio of QC Assistants to QC Inspectors shall not exceed 5 to 1.

When the term "Inspector" is used without further qualification, it shall refer to the QC Inspector.

Section 6.14.6, "Personnel Qualification," of AWS D1.1, Section 7.8, "Personnel Qualification," of AWS D1.4, and Section 6.1.3.4, "Personnel Qualification," of AWS D1.5 are replaced with the following:

Personnel performing nondestructive testing (NDT) shall be qualified and certified in conformance with the requirements of the American Society for Nondestructive Testing (ASNT) Recommended Practice No. SNT-TC-1A and the Written Practice of the NDT firm. The Written Practice of the NDT firm shall meet or exceed the guidelines of the ASNT Recommended Practice No. SNT-TC-1A. Individuals who perform NDT, review the results, and prepare the written reports shall be either:

- A. Certified NDT Level II technicians, or;
- B. Level III technicians who hold a current ASNT Level III certificate in that discipline and are authorized and certified to perform the work of Level II technicians.

Section 6.5.4 of AWS D1.5 is replaced with the following:

The QC Inspector shall inspect and approve each joint preparation, assembly practice, welding technique, joint fit-up, and the performance of each welder, welding operator, and tack welder to make certain that the applicable requirements of this code and the approved Welding Procedure Specification (WPS) are met. The QC Inspector shall examine the work to make certain that it meets the requirements of Sections 3 and 6.26. The size and contour of all welds shall be measured using suitable gages. Visual inspection for cracks in welds and base metal, and for other discontinuities should be aided by strong light magnifiers, or such other devices as may be helpful. Acceptance criteria different from those specified in this code may be used when approved by the Engineer.

Section 6.6.5, "Nonspecified NDT Other than Visual," of AWS D1.1, Section 6.6.5 of AWS D1.4 and Section 6.6.5 of AWS D1.5 shall not apply.

For any welding, the Engineer may direct the Contractor to perform NDT that is in addition to the visual inspection or NDT specified in the AWS or other specified welding codes, in the Standard Specifications, or in these special provisions. Additional NDT required by the Engineer will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications. Should any welding deficiencies be discovered by this additional NDT, all costs associated with the repair of the deficient area, including NDT of the weld and of the weld repair, and any delays caused by the repair, shall be at the Contractor's expense.

Repair work to correct welding deficiencies discovered by visual inspection or NDT, or by additional NDT directed or performed by the Engineer, and any associated delays or expenses caused to the Contractor by performing these repairs, shall be at the Contractor's expense.

The Engineer shall have the authority to verify the qualifications or certifications of any welder, QC Inspector, or NDT personnel to specified levels by retests or other means approved by the Engineer.

Continuous inspection shall be provided when any welding is being performed. Continuous inspection, as a minimum, shall include having a QC Inspector within such close proximity of all welders or welding operators so that inspections by the QC Inspector of each welding operation at each welding location shall not lapse for a period exceeding 30 minutes.

Inspection and approval of all joint preparations, assembly practices, joint fit-ups, welding techniques, and the performance of each welder, welding operator, and tack welder shall be documented by the QC Inspector on a daily basis for each day welding is performed. For each inspection, including fit-up, Welding Procedure Specification (WPS) verification, and final weld inspection, the QC Inspector shall confirm and document compliance with the requirements of the AWS or other specified code criteria and the requirements of these special provisions on all welded joints before welding, during welding, and after the completion of each weld.

When joint weld details that are not prequalified to the details of Section 3 of AWS D1.1 or to the details of Figure 2.4 or 2.5 of AWS D1.5 are proposed for use in the work, the joint details, their intended locations, and the proposed welding parameters and essential variables, will be approved by the Engineer. The Engineer shall have 2 weeks to complete the review of the proposed joint detail locations. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications. Upon approval of the proposed joint detail locations and qualification of the proposed joint details, welders and welding operators using these details shall perform a qualification test plate using the WPS variables and the joint detail to be used in production. The test plate shall have the maximum thickness to be used in production and a minimum length of 180 mm and minimum finish welded width 460 mm. The test plate shall be mechanically and radiographically tested. Mechanical and radiographic testing and acceptance criteria shall be as specified in the applicable AWS codes.

In addition to the requirements specified in the applicable code, the period of effectiveness for a welder's or welding operator's qualification shall be a maximum of 3 years for the same weld process, welding position, and weld type. If production welding will be performed without gas shielding, then qualification shall also be without gas shielding. Excluding welding of fracture critical members, a valid qualification at the beginning of work on a contract will be acceptable for the entire period of the contract, as long as the welder's or welding operator's work remains satisfactory.

The Engineer will witness all qualification tests for WPSs that were not previously approved by the Department. An approved independent third party will witness the qualification tests for welders or welding operators. The independent third party shall be a current CWI and shall not be employed by the contractor performing the welding. The Engineer shall have 2 weeks to review the qualifications and copy of the current certification of the independent third party. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications. The Contractor shall notify the Engineer one week prior to performing any qualification tests. Witnessing of qualification tests by the Engineer shall not constitute approval of the intended joint locations, welding parameters, or essential variables.

In addition to the requirements of AWS D1.5 Section 5.12 or 5.13, welding procedures qualification, for work welded in conformance with that code, shall conform to the following requirements:

- A. Unless considered prequalified, fillet welds, including reinforcing fillet welds, shall be qualified in each position. The fillet weld soundness test shall be conducted using the essential variables of the WPS as established by the Procedure Qualification Record (PQR.)
- B. For qualification of joints that do not conform to Figures 2.4 and 2.5 of AWS D1.5, two WPS qualification tests are required. The tests conforming to AWS D1.5 Section 5.13 shall be conducted using both Figure 5.1 and Figure 5.3. The test conforming to Figure 5.3 shall be conducted using the same welding electrical parameters that were established for the test conducted conforming to Figure 5.1.
- C. The travel speed, current, and voltage values that are used for tests conducted per AWS D1.5 Section 5.12 or 5.13 shall be consistent for each weld joint, and shall in no case vary by more than 10 percent for travel speed, 10 percent for current, and 7 percent for voltage.
- D. For a WPS qualified in conformance with AWS D1.5 Section 5.13, the values to be used for calculating ranges for current and voltage shall be based on the average of all weld passes made in the test. Heat input shall be calculated using the average of current and voltage of all weld passes made in the test for a WPS qualified in conformance with Section 5.12 or 5.13.
- E. To qualify for unlimited material thickness, two qualification tests are required for WPSs utilized for welding material thicknesses greater than 38 mm. One test shall be conducted using 20-mm thick test plates, and one test shall be conducted using test plates with a thickness between 38 mm and 50 mm. Two maximum heat input tests may be conducted for unlimited thickness qualification.
- F. Macroetch tests are required for WPS qualification tests, and acceptance shall be per AWS D1.5 Section 5.19.3.
- G. When a weld joint is to be made using a combination of qualified WPSs, each process shall be qualified separately.
- H. When a weld joint is to be made using a combination of qualified and prequalified processes, the WPS shall reflect both processes and the limitations of essential variables, including weld bead placement, for both processes.
- I. Prior to preparing mechanical test specimens, the PQR welds shall be inspected by visual and radiographic tests. Backing bar shall be 75 mm in width and shall remain in place during NDT testing. Results of the visual and radiographic tests shall comply with AWS D1.5 Section 6.26.2, excluding Section 6.26.2.2. Test plates that do not comply with both tests shall not be used.

## **WELDING QUALITY CONTROL**

Welding quality control shall conform to the requirements in the AWS or other specified welding codes, the Standard Specifications, and these special provisions.

Unless otherwise specified, welding quality control shall apply when any work is welded in conformance with the provisions in Section 49, "Piling," Section 52, "Reinforcement," Section 55, "Steel Structures," or Section 75-1.035, "Bridge Joint Restrainer Units," of the Standard Specifications.

In addition, welding quality control shall apply when field welding is performed on the welded steel pipe for the Nevada Irrigation District as provided under "Workmanship" in Section "Welded Steel Pipe, Specials and Fittings (Carrier and Flume) (NID)" of these special provisions.

The welding of fracture critical members (FCMs) shall conform to the provisions specified in the Fracture Control Plan (FCP) and herein.

The Contractor shall designate in writing a welding Quality Control Manager (QCM). The QCM shall be responsible directly to the Contractor for the quality of welding, including materials and workmanship, performed by the Contractor and subcontractors.

The QCM shall be the sole individual responsible to the Contractor for submitting, receiving, reviewing, and approving all correspondence, required submittals, and reports to and from the Engineer. The QCM shall be a registered professional engineer or shall be currently certified as a CWI or a CAWI.

The QCM shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors, who will provide other services or materials for the project. The QCM may be an employee of the Contractor.

Welding inspection personnel or NDT firms to be used in the work shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors, who will provide other services or materials for the project, except for the following conditions:

- A. The work is welded in conformance with AWS D1.5 and is performed at a permanent fabrication or manufacturing facility which is certified under the AISC Quality Certification Program, Category Cbr, Major Steel Bridges and Fracture Critical endorsement F.
- B. The welding is performed on pipe pile material at a permanent pipe manufacturing facility authorized to apply the American Petroleum Institute (API) monogram for API 5L pipe.

For welding performed at such facilities, the inspection personnel or NDT firms may be employed or compensated by the facility performing the welding.

Prior to submitting the Welding Quality Control Plan (WQCP) required herein, a pre-welding meeting between the Engineer, the Contractor's QCM, and a representative from each entity performing welding or inspection for this project, shall be held to discuss the requirements for the WQCP.

The Contractor shall submit to the Engineer, in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications, 2 copies of a separate WQCP for each subcontractor or supplier for each item of work for which welding is to be performed.

The Contractor shall allow the Engineer 2 weeks to review the WQCP submittal after a complete plan has been received. No welding shall be performed until the WQCP is approved in writing by the Engineer. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

An amended WQCP or any addendum to the approved WQCP shall be submitted to, and approved in writing by the Engineer, for proposed revisions to the approved WQCP. An amended WQCP or addendum will be required for revisions to the WQCP, including but not limited to a revised WPS; additional welders; changes in NDT firms, QC, or NDT personnel or procedures; or updated systems for tracking and identifying welds. The Engineer shall have 1 week to complete the review of the amended WQCP or addendum. Work affected by the proposed revisions shall not be performed until the amended WQCP or addendum has been approved. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

Information regarding the contents, format, and organization of a WQCP, is available at the Transportation Laboratory or the following website:

<http://www.dot.ca.gov/hq/esc/Translab/smbresources.htm>

After final approval of the WQCP, amended WQCP, or addendum, the Contractor shall submit 7 copies to the Engineer of the approved documents. A copy of the Engineer approved document shall be available at each location where welding is to be performed.

A daily production log for welding shall be kept for each day that welding is performed. The log shall clearly indicate the locations of all welding. The log shall include the welders' names, amount of welding performed, any problems or deficiencies discovered, and any testing or repair work performed, at each location. The daily report from each QC Inspector shall also be included in the log.

The following items shall be included in a Welding Report that is to be submitted to the Engineer within 10 days following the performance of any welding:

- A. Reports of all visual weld inspections and NDT.
- B. Radiographs and radiographic reports, and other required NDT reports.
- C. Documentation that the Contractor has evaluated all radiographs and other nondestructive tests and corrected all rejectable deficiencies, and all repaired welds have been reexamined by the required NDT and found acceptable.
- D. Daily production log.

The following information shall be clearly written on the outside of radiographic envelopes: name of the QCM, name of the nondestructive testing firm, name of the radiographer, date, contract number, complete part description, and all included weld numbers or a report number, as detailed in the WQCP. In addition, all innerleaves shall have clearly written on them the part description and all included weld numbers, as detailed in the WQCP.

Reports regarding NDT shall be signed by both the NDT technician and the person that performed the review, and then submitted directly to the QCM for review and signature prior to submittal to the Engineer. Corresponding names shall be clearly printed or typewritten next to all signatures.

The Engineer will review the Welding Report to determine if the Contractor is in conformance with the WQCP. Unless otherwise specified, the Engineer shall be allowed 10 days to review the report and respond in writing after a complete Welding Report has been received. Prior to receiving notification from the Engineer of the Contractor's conformance with the WQCP, the Contractor may encase in concrete or cover welds for which a Welding Report has been submitted. However, should the Contractor elect to encase or cover those welds prior to receiving notification from the Engineer, it is expressly understood that the Contractor shall not be relieved of the responsibility for incorporating material in the work that conforms to the requirements of the plans and specifications. Material not conforming to these requirements will be subject to rejection. Should the Contractor elect to wait to encase or cover welds pending notification by the Engineer, and in the event

the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The QC Inspector shall provide reports to the QCM on a daily basis for each day that welding is performed.

Except for noncritical weld repairs, the Engineer shall be notified immediately in writing when welding problems, deficiencies, base metal repairs, or any other type of repairs not submitted in the WQCP are discovered, and also of the proposed repair procedures to correct them. The Contractor shall allow the Engineer one week to review these procedures. No remedial work shall begin until the repair procedures are approved in writing by the Engineer. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The QCM shall sign and furnish to the Engineer, a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for each item of work for which welding was performed. The certificate shall state that all of the materials and workmanship incorporated in the work, and all required tests and inspections of this work, have been performed in conformance with the details shown on the plans, the Standard Specifications, and these special provisions.

## **PAYMENT**

Full compensation for conforming to the requirements of "Welding" shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefor.

## **SECTION 9. DESCRIPTION OF BRIDGE WORK**

The bridge work consists, in general, of constructing the following structures:

Slacks Ravine Bridge  
(Bridge No. 17-0104)

A single span cast-in-place prestressed concrete box girder structure approximately 50 meters in length.

Slacks Ravine Bridge  
(Bridge No. 17-0105)

A 3-span cast-in-place prestressed concrete box girder structure approximately 64 meters in length.

## **SECTION 10. CONSTRUCTION DETAILS**

### **SECTION 10-1. GENERAL**

#### **10-1.00 CONSTRUCTION PROJECT INFORMATION SIGNS**

Before any major physical construction work readily visible to highway users is started on this contract, the Contractor shall furnish and erect 2 Type 1 Construction Project Information signs at the locations designated by the Engineer.

The signs and overlays shall be of a type and material consistent with the estimated time of completion of the project and shall conform to the details shown on the plans.

The sign letters, border and the Department's construction logos shall conform to the colors (non-reflective) and details shown on the plans, and shall be on a white background (non-reflective). The colors blue and orange shall conform to PR Color Number 3 and Number 6, respectively, as specified in the Federal Highway Administration's Color Tolerance Chart.

The sign message to be used for fund types shall consist of the following, in the order shown:

FEDERAL HIGHWAY TRUST FUNDS
STATE HIGHWAY FUNDS

The sign message to be used for type of work shall consist of the following:

### HIGHWAY CONSTRUCTION

The sign message to be used for the Year of Completion of Project Construction will be furnished by the Engineer. The Contractor shall furnish and install the "Year" sign overlay within 10 working days of notification of the year date to be used.

The letter sizes to be used shall be as shown on the plans. The information shown on the signs shall be limited to that shown on the plans.

The signs shall be kept clean and in good repair by the Contractor.

Upon completion of the work, the signs shall be removed and disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13 of the Standard Specifications.

Full compensation for furnishing, erecting, maintaining, and removing and disposing of the construction project information signs shall be considered as included in the contract lump sum price paid for construction area signs and no additional compensation will be allowed therefor.

#### 10-1.01 ORDER OF WORK

Order of work shall conform to the provisions in Section 5-1.05, "Order of Work," of the Standard Specifications and these special provisions.

Work within the stream zone of Slacks Ravine and unnamed tributaries (delineated at the top of the bank or the outer edge of any riparian vegetation, whichever is more landward) shall be restricted to periods of low flow and dry weather and shall be confined to the period of April 15 to October 15 set forth in the provisions in the Agreement Regarding Proposed Stream Alteration Notification No. 1600-2005-0231-R2. Work activities associated with construction at Drainage Systems Nos. 15, 16, 18, 19, 20, 22, 23, 26, 31, 47, 48 and 52 may affect aquatic and riparian resources within and along Slacks Ravine and unnamed tributaries.

Except for site preparation for placement of dewatering structures or temporary stream crossing structures, no excavation in the live stream shall be allowed.

Prior to beginning work within the stream zone, the Contractor shall submit a detailed water diversion / dewatering plan to the Engineer for approval by the Department of Fish and Game. The Department of Fish and Game, through the Engineer, will approve the plan or provide the requirements for that approval within 10 calendar days.

Trees and shrubs shall only be removed during the period between September 1 and February 28 unless specifically approved in writing by the Engineer.

At least 2 days prior to, but not more than 14 days prior to, beginning construction operations during the period between March 1 and August 31, the Engineer will cause the work area to be surveyed by a qualified biologist to verify the presence or absence of nesting birds. No trees shall be disturbed that contain active bird nests.

Prior to starting work to abandon water well, the Contractor shall submit a "Notice of Intent" to the Department of Water Resources. Wells shall be abandoned after completion of clearing and grubbing in the area of the well involved, but prior to starting earthwork operations.

The Contractor shall inform the Traffic Office of Truck Services at (916)322-4957 and the Engineer, 15 days in advance of narrowing lanes open to public traffic to less than 4.88 m wide or reducing vertical clearances to less than 5.5 m.

The Contractor shall replace any damaged count station and the loops within the work area before opening the traffic lanes in each direction to public traffic before the final asphalt concrete (AC) paving lift is placed. The count stations will be determined to be working before acceptance by the Engineer.

Temporary railing (Type K) and temporary crash cushions shall be secured in place prior to commencing work for which the temporary railing and crash cushions are required.

Attention is directed to "Environmentally Sensitive Area" and "Temporary Fence (Type ESA)" of these special provisions. Prior to beginning work, the boundaries of the Environmentally Sensitive Areas (ESA) shall be clearly delineated in the field. The boundaries shall be delineated by the installation of temporary fence (Type ESA).

Attention is directed to "Water Pollution Control" of these special provisions regarding the submittal and approval of the "Storm Water Pollution Prevention Plan" prior to performing work having potential to cause water pollution.

The first order of work shall be to place the order for the pipeline materials for the Nevada Irrigation District irrigation system. The Engineer shall be furnished a statement from the vendor that the order for the irrigation pipeline materials have been received and accepted by the vendor.

Attention is directed to "Maintaining Traffic" and "Temporary Pavement Delineation" of these special provisions and to the stage construction sheets of the plans.

Attention is directed to "Progress Schedule (Critical Path Method)" of these special provisions regarding the submittal of a general time-scaled logic diagram within 10 days after approval of the contract. The diagram shall be submitted prior to performing any work that may be affected by any proposed deviations to the construction staging of the project.

The work shall be performed in conformance with the stages of construction shown on the plans. Nonconflicting work in subsequent stages may proceed concurrently with work in preceding stages, provided satisfactory progress is maintained in the preceding stages of construction.

In each stage, after completion of the preceding stage, the first order of work shall be the removal of existing pavement delineation as directed by the Engineer. Pavement delineation removal shall be coordinated with new delineation so that lane lines are provided at all times on traveled ways open to public traffic.

Before obliterating any pavement delineation (traffic stripes, pavement markings, and pavement markers) that is to be replaced on the same alignment and location, as determined by the Engineer, the pavement delineation shall be referenced by the Contractor, with a sufficient number of control points to reestablish the alignment and location of the new pavement delineation. The references shall include the limits or changes in striping pattern, including one- and 2-way barrier lines, limit lines, crosswalks and other pavement markings. Full compensation for referencing existing pavement delineation shall be considered as included in the contract prices paid for new pavement delineation and no additional compensation will be allowed therefor.

Prior to applying asphaltic emulsion (paint binder), the Contractor shall cover all manholes, valve and monument covers, grates, or other exposed facilities located within the area of application, using a plastic or oil resistant construction paper secured to the facility being covered by tape or adhesive. The covered facilities shall be referenced by the Contractor, with a sufficient number of control points to relocate the facilities after the surface layer of asphalt concrete has been placed. After completion of the paving operation, all covers shall be removed and disposed of in a manner satisfactory to the Engineer. Full compensation for covering manholes, valve and monument covers, grates, or other exposed facilities, referencing, and removing temporary cover shall be considered as included in the contract price paid per tonne for asphalt concrete, and no additional compensation will be allowed therefor.

Installation of the Nevada Irrigation District temporary bypass welded steel pipe casing and ductile iron pipeline crossing at approximately Station "S" 102+79 shall be scheduled simultaneously with the installation of the new roadway Drainage System "2".

Construction of the Nevada Irrigation District's (NID) temporary bypass pipeline system and permanent pipeline at Location 1, including their respective inlet, outlet and vault structures shown on the plans, shall be completed and approved by the Engineer for operation without disrupting flows of the existing NID irrigation facilities, except at times indicated below which NID may allow flow disruptions on its facilities.

Subject to NID's demands for normal and emergency facility operation requirements, temporary shutdown of its water flow distribution system may be allowed between October 16 and April 1 during the construction of the temporary bypass pipeline and the permanent pipeline system at Location 1, including other related structures. NID may allow a maximum total of 3 short-term facility shutdowns on its facilities within the limits of work. The duration of each shutdown period shall be limited to a maximum of 5 consecutive calendar days beginning from the day and time of the shutdown. The Contractor shall submit a facility shutdown request, in writing, to the Engineer for review and approval by NID at least 20 days prior to the requested shutdown time. The beginning and ending of shutdown times shall only occur between the hours of 7:30 a.m. to 4:00 p.m., Monday thru Friday, excluding legal holidays. The Contractor shall allow the Engineer 10 days to provide a written approval or denial of the facility shutdown request after the request has been received. No work shall be performed that will involve disruption of NID's operations until the shutdown request is approved in writing by the Engineer. A 5-day facility recharge period will be required by NID between subsequent shutdown request periods.

To supplement or avoid the above time restrictions, the Contractor may, at his option, propose and construct temporary water diversion system(s) that will maintain NID's required normal facility operations. If the Contractor elects to construct temporary water diversion system(s) to facilitate the construction of NID facilities, the Contractor shall prepare and submit complete plans and supporting calculations to the Engineer for review in accordance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. Said working drawings and calculations shall be signed by an Engineer who is registered as a Civil Engineer in the State of California. The Contractor shall allow the Engineer 5 weeks to review the drawings after a complete set has been received. Full compensation for temporary water diversion, including preparing plans and calculations, constructing, maintaining, and removing and disposing of the temporary water diversion system(s) shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefore.

Installation of the Nevada Irrigation District's 355 mm welded steel pipeline and 600 mm RCP casing extension at Location 3 shall be performed between the period of October 15 and March 15. The operation of the existing irrigation facilities at this location can be shutdown within the above indicated period. No time restriction will be imposed on the duration of the shutdown period, except that shutdown times shall only occur between the hours of 7:30 a.m. to 4:00 p.m., Monday thru Friday, excluding legal holidays. Shutdown request and the review and approval process shall be the same requirement indicated for the Location 1 irrigation system.

Construction of the 1350 mm RCP Nevada Irrigation District pipeline located along the eastbound lane of the existing Route 20 roadway, between approximately Station "A" 1+60 and 5+20, shall not be performed until after the existing roadway is closed to the public and the new roadway is open to traffic.

At the end of each working day if a difference in excess of 0.046-meter exists between the elevation of the existing pavement and the elevation of excavations within 2.4 m right of the traveled way, that is not separated from the public traffic by temporary railing (Type K), material shall be placed and compacted against the vertical cuts adjacent to the traveled way. During excavation operations, native material may be used for this purpose; however, once placing of the structural section commences, structural material shall be used. The material shall be placed to the level of the elevation of the top of existing pavement and tapered at a slope of 1:4 (vertical:horizontal) or flatter to the bottom of the excavation. Full compensation for placing the material on a 1:4 slope, regardless of the number of times the material is required, and subsequent removing or reshaping of the material to the lines and grades shown on the plans shall be considered as included in the contract price paid for the materials involved and no additional compensation will be allowed therefor. No payment will be made for material placed in excess of that required for the structural section.

At those locations exposed to public traffic where guard railings or barriers are to be constructed, reconstructed, or removed and replaced, the Contractor shall schedule operations so that at the end of each working day there shall be no post holes open, nor shall there be any railing or barrier posts installed without the blocks and rail elements assembled and mounted thereon and terminal sections installed, or temporarily attached, to exposed ends of rail elements.

Not less than 60 days prior to applying seeds, the Contractor shall furnish the Engineer a statement from the vendor that the order for the seed required for this contract has been received and accepted by the vendor. The statement from the vendor shall include the names and quantity of seed ordered and the anticipated date of delivery.

Attention is directed to "Move-In/Move-Out (Erosion Control)" of these special provisions regarding the application of erosion control may require several move-in/move-outs of erosion control equipment.

#### **10-1.02 TEMPORARY FENCE (TYPE ESA)**

Temporary fence (Type ESA) shall be furnished, installed, maintained, and later removed in conformance with the details shown on the plans, as specified in these special provisions and as directed by the Engineer.

#### **MATERIALS**

Used materials may be installed provided the used materials conform to these special provisions. Materials for temporary fence (Type ESA) shall conform to the following:

##### **High Visibility Fabric**

High visibility fabric shall be machine produced, orange colored mesh manufactured from polypropylene or polyethylene. High visibility fabric may be made of recycled materials. Materials shall not contain biodegradable filler materials that can degrade the physical or chemical characteristics of the finished fabric. High visibility fabric shall be fully stabilized ultraviolet resistant, shall be a minimum of 1.22 m in width with a maximum mesh opening of 50 mm x 50 mm. High visibility fabric shall be furnished in one continuous width and shall not be spliced to conform to the specified width dimension.

##### **Posts**

Posts for temporary fence (Type ESA) shall be of one of the following:

- A. Wood posts shall be fir or pine, shall have a minimum cross section of 50 mm x 50 mm, and a minimum length of 1.6 m. The end of the post to be embedded in the soil shall be pointed. Wood posts shall not be treated with wood preservative.
- B. Steel posts shall have a "U", "T", "L" or other cross sectional shape that resists failure by lateral loads. Steel posts shall have a minimum mass per length of 1.1 kg/m and a minimum length of 1.6 m. One end of the steel post shall be pointed and the other end shall have a high visibility colored top.

##### **Fasteners**

Fasteners for attaching high visibility fabric to the posts shall be as follows:

- A. The high visibility fabric shall be attached to wooden posts with commercial quality nails or staples, or as recommended by the manufacturer or supplier.
- B. Tie wire or locking plastic fasteners shall be used for attaching the high visibility fabric to steel posts. Maximum spacing of tie wire or fasteners shall be 600 mm along the length of the steel post.

#### **INSTALLATION**

Temporary fence (Type ESA) shall be installed as follows:

- A. All fence construction activities shall be conducted from outside the ESA as shown on the plans or as staked.
- B. Posts shall be embedded in the soil a minimum of 380 mm. Post spacing shall be 2.5 m maximum from center to center and shall at all times support the fence in a vertical position.
- C. Temporary fence (Type ESA) shall be constructed prior to clearing and grubbing work, shall enclose the foliage canopy (drip line) of protected plants, and shall not encroach upon visible roots of the plants.

When Type ESA temporary fence is no longer required, as determined by the Engineer, the temporary fence shall become the property of the Contractor and shall be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications, except when reused as provided in this section.

Holes caused by the removal of temporary fence (Type ESA) shall be backfilled in conformance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

#### **MAINTENANCE**

Temporary fence (Type ESA) that is damaged during the progress of the work shall be repaired or replaced by the Contractor the same day the damage occurs.

#### **MEASUREMENT AND PAYMENT**

Temporary fence (Type ESA) shall be measured and paid for in the same manner specified for permanent fence as provided in Section 80, "Fences," of the Standard Specifications.

Full compensation for maintaining, removing, and disposing of temporary fence (Type ESA) shall be considered as included in the contract price paid per meter for temporary fence (Type ESA) and no additional compensation will be allowed therefor.

#### **10-1.03 WATER POLLUTION CONTROL**

Water pollution control work shall conform to the provisions in Section 7-1.01G, "Water Pollution," of the Standard Specifications and these special provisions.

This project lies within the boundaries of the Central Valley Regional Water Quality Control Board (RWQCB).

The State Water Resources Control Board (SWRCB) has issued a permit to the Department which governs storm water and non-storm water discharges from its properties, facilities and activities. The Department's Permit is entitled: "Order No. 99-06-DWQ, NPDES No. CAS000003, National Pollutant Discharge Elimination System (NPDES) Permit, Storm Water Permit and Waste Discharge Requirements (WDRs) for the State of California, Department of Transportation Properties, Facilities, and Activities." Copies of the Department's Permit are available for review from the SWRCB, Storm Water Permit Unit, 1001 "I" Street, P.O. Box 1977, Sacramento, California 95812-1977, Telephone: (916) 341-5254, and may also be obtained from the SWRCB Internet website at: <http://www.swrcb.ca.gov/stormwtr/caltrans.html>.

The Department's Permit references and incorporates by reference the current Statewide General Permit issued by the SWRCB entitled "Order No. 99-08-DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002, Waste Discharge Requirements (WDRs) for Discharges of Storm Water Associated with Construction Activity," which regulates discharges of storm water and non-storm water from construction activities disturbing 0.4-hectare or more of soil in a common plan of development. Sampling and analysis requirements as specified in SWRCB Resolution No. 2001-46 are added to the Statewide General Permit. Copies of the Statewide General Permit and modifications thereto are available for review from the SWRCB, Storm Water Permit Unit, 1001 "I" Street, P.O. Box 1977, Sacramento, California 95812-1977, Telephone: (916) 341-5254 and may also be obtained from the SWRCB Internet website at: <http://www.swrcb.ca.gov/stormwtr/construction.html>.

The Central Valley RWQCB has issued a Section 401 "Order for Technically-conditioned Certification", dated July 29, 2005, which governs storm water and non-storm water discharges resulting from construction activities in the project area. The RWQCB "Order for Technically-conditioned Certification" is entitled: "Action On Request For Clean Water Act 401 Water Quality Certification For Discharge Of Dredged And / Or Fill Material For The State Route 20 Curve Realignment Project, 03-Nev 20, KP 0.0/6.6 PM 0.0/4.1, Nevada County." Copies of the RWQCB "Order for Technically-conditioned Certification" are available for review from the Northern Region Construction Office at 379-A Colusa Highway, Yuba City, California 95991.

The NPDES permits that regulate this project, as referenced above, are hereafter collectively referred to as the "Permits."

This project shall conform to the Permits and modifications thereto. The Contractor shall maintain copies of the Permits at the project site and shall make the Permits available during construction.

The Permits require the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be prepared in conformance with the requirements of the Permits, the Department's "Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual," and the Department's "Construction Site Best Management Practices (BMPs) Manual," including addenda to those permits and manuals issued up to and including the date

of advertisement of the project. These manuals are hereinafter referred to, respectively, as the "Preparation Manual" and the "Construction Site BMPs Manual," and collectively, as the "Manuals." Copies of the Manuals may be obtained from the Department of Transportation, Material Operations Branch, Publication Distribution Unit, 1900 Royal Oaks Drive, Sacramento, California 95815, Telephone: (916) 445-3520, and may also be obtained from the Department's Internet website at: <http://www.dot.ca.gov/hq/construc/stormwater/stormwater1.htm>.

The Contractor shall know and fully comply with applicable provisions of the Permits and all modifications thereto, the Manuals, and Federal, State, and local regulations and requirements that govern the Contractor's operations and storm water and non-storm water discharges from both the project site and areas of disturbance outside the project limits during construction. Attention is directed to Sections 7-1.01, "Laws to be Observed," and 7-1.12, "Indemnification and Insurance," of the Standard Specifications.

The Permits shall apply to storm water and certain permitted non-storm water discharges from areas outside the project site which are directly related to construction activities for this contract including, but not limited to, asphalt batch plants, material borrow areas, concrete plants, staging areas, storage yards and access roads. The Contractor shall comply with the Permits and the Manuals for those areas and shall implement, inspect and maintain the required water pollution control practices. The Engineer shall be allowed full access to these areas during construction to assure Contractor's proper implementation of water pollution control practices. Installing, inspecting and maintaining water pollution control practices on areas outside the highway right of way not specifically arranged and provided for by the Department for the execution of this contract, will not be paid for.

The Contractor shall be responsible for penalties assessed or levied on the Contractor or the Department as a result of the Contractor's failure to comply with the provisions in this section "Water Pollution Control" including, but not limited to, compliance with the applicable provisions of the Permits, the Manuals, and Federal, State and local regulations and requirements as set forth therein.

Penalties as used in this section, "Water Pollution Control," shall include fines, penalties and damages, whether proposed, assessed, or levied against the Department or the Contractor, including those levied under the Federal Clean Water Act and the State Porter-Cologne Water Quality Control Act, by governmental agencies or as a result of citizen suits. Penalties shall also include payments made or costs incurred in settlement for alleged violations of the Permits, the Manuals, or applicable laws, regulations, or requirements. Costs incurred could include sums spent instead of penalties, in mitigation or to remediate or correct violations.

#### **RETENTION OF FUNDS**

Notwithstanding any other remedies authorized by law, the Department may retain money due the Contractor under the contract, in an amount determined by the Department, up to and including the entire amount of Penalties proposed, assessed, or levied as a result of the Contractor's violation of the Permits, the Manuals, or Federal or State law, regulations or requirements. Funds may be retained by the Department until final disposition has been made as to the Penalties. The Contractor shall remain liable for the full amount of Penalties until such time as they are finally resolved with the entity seeking the Penalties.

Retention of funds for failure to conform to the provisions in this section, "Water Pollution Control," shall be in addition to the other retention amounts required by the contract. The amounts retained for the Contractor's failure to conform to provisions in this section will be released for payment on the next monthly estimate for partial payment following the date when an approved SWPPP has been implemented and maintained, and when water pollution has been adequately controlled, as determined by the Engineer.

When a regulatory agency identifies a failure to comply with the Permits and modifications thereto, the Manuals, or other Federal, State or local requirements, the Department may retain money due the Contractor, subject to the following:

- A. The Department will give the Contractor 30 days notice of the Department's intention to retain funds from partial payments which may become due to the Contractor prior to acceptance of the contract. Retention of funds from payments made after acceptance of the contract may be made without prior notice to the Contractor.
- B. No retention of additional amounts out of partial payments will be made if the amount to be retained does not exceed the amount being withheld from partial payments pursuant to Section 9-1.06, "Partial Payments," of the Standard Specifications.
- C. If the Department has retained funds, and it is subsequently determined that the State is not subject to the entire amount of the Costs and Liabilities assessed or proposed in connection with the matter for which the retention was made, the Department shall be liable for interest on the amount retained for the period of the retention. The interest rate payable shall be 6 percent per annum.

During the first estimate period that the Contractor fails to conform to the provisions in this section, "Water Pollution Control," the Department may retain an amount equal to 25 percent of the estimated value of the contract work performed.

The Contractor shall notify the Engineer immediately upon request from the regulatory agencies to enter, inspect, sample, monitor, or otherwise access the project site or the Contractor's records pertaining to water pollution control work. The Contractor and the Department shall provide copies of correspondence, notices of violation, enforcement actions or proposed fines by regulatory agencies to the requesting regulatory agency.

### **STORM WATER POLLUTION PREVENTION PLAN PREPARATION, APPROVAL AND AMENDMENTS**

As part of the water pollution control work, a Storm Water Pollution Prevention Plan (SWPPP) is required for this contract. The SWPPP shall conform to the provisions in Section 7-1.01G, "Water Pollution," of the Standard Specifications, the requirements in the Manuals, the requirements of the Permits, and these special provisions. Upon the Engineer's approval of the SWPPP, the SWPPP shall be considered to fulfill the provisions in Section 7-1.01G, "Water Pollution," of the Standard Specifications for development and submittal of a Water Pollution Control Program.

No work having potential to cause water pollution shall be performed until the SWPPP has been approved by the Engineer. Approval shall not constitute a finding that the SWPPP complies with applicable requirements of the Permits, the Manuals and applicable Federal, State and local laws, regulations, and requirements.

The Contractor shall designate a Water Pollution Control Manager. The Water Pollution Control Manager shall be responsible for the preparation of the SWPPP and required modifications or amendments, and shall be responsible for the implementation and adequate functioning of the various water pollution control practices employed. The Contractor may designate different Water Pollution Control Managers to prepare the SWPPP and to implement the water pollution control practices. The Water Pollution Control Managers shall serve as the primary contact for issues related to the SWPPP or its implementation. The Contractor shall submit to the Engineer a statement of qualifications, describing the training, previous work history and expertise of the individual selected by the Contractor to serve as Water Pollution Control Manager. The Water Pollution Control Manager shall have a minimum of 24 hours of formal storm water management training or certification as a Certified Professional in Erosion and Sediment Control (CPESC). The Engineer will reject the Contractor's submission of a Water Pollution Control Manager if the submitted qualifications are deemed to be inadequate.

The SWPPP shall apply to the areas within and those outside of the highway right of way that are directly related to construction operations including, but not limited to, asphalt batch plants, material borrow areas, concrete plants, staging areas, storage yards, and access roads.

The SWPPP shall incorporate water pollution control practices in the following categories:

- A. Soil stabilization.
- B. Sediment control.
- C. Wind erosion control.
- D. Tracking control.
- E. Non-storm water management.
- F. Waste management and materials pollution control.

The following contract items of work shall be incorporated into the SWPPP as "Temporary Water Pollution Control Practices": Temporary Hydraulic Mulch (Bonded Fiber Matrix)," "Temporary Fiber Roll," "Temporary Silt Fence," "Temporary Concrete Washout Facility," "Temporary Check Dam," "Temporary Drainage Inlet Protection," "Temporary Sand Bag Slope Protection". The Contractor's attention is directed to the special provisions provided for Temporary Water Pollution Control Practices.

The SWPPP shall include, but not be limited to, the items described in the Manuals, Permits and related information contained in the contract documents. The SWPPP shall also include a copy of the following: "Notification of Construction," "California Department of Fish and Game Permit," United States Army Corps of Engineers Permit," and the "Central Valley Regional Water Quality Control Board Section 401 Certification".

The Contractor shall develop a Water Pollution Control Schedule that describes the timing of grading or other work activities that could affect water pollution. The Water Pollution Control Schedule shall be updated by the Contractor to reflect changes in the Contractor's operations that would affect the necessary implementation of water pollution control practices.

The Contractor shall complete the "Construction Site BMPs Consideration Checklist" presented in the Preparation Manual and shall incorporate water pollution control practices into the SWPPP. Water pollution control practices include the "Minimum Requirements" and other Contractor-selected water pollution control practices from the "Construction Site BMPs Consideration Checklist" and the "Project-Specific Minimum Requirements" identified in the Water Pollution Control Cost Break-Down of this section.

Within 30 calendar days after the approval of the contract, the Contractor shall submit 3 copies of the draft SWPPP to the Engineer. The Engineer will have 15 calendar days to review the SWPPP. If revisions are required, as determined by the Engineer, the Contractor shall revise and resubmit the SWPPP within 15 calendar days of receipt of the Engineer's comments. The Engineer will have 10 calendar days to review the revisions. Upon the Engineer's approval of the SWPPP, 4 approved

copies of the SWPPP, incorporating the required changes, shall be submitted to the Engineer. In order to allow construction activities to proceed, the Engineer may conditionally approve the SWPPP while minor revisions are being completed. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for resulting losses, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The Contractor shall prepare an amendment to the SWPPP when there is a change in construction activities or operations which may affect the discharge of pollutants to surface waters, ground waters, municipal storm drain systems, or when the Contractor's activities or operations violate a condition of the Permits, or when directed by the Engineer. Amendments shall identify additional water pollution control practices or revised operations, including those areas or operations not identified in the initially approved SWPPP. Amendments to the SWPPP shall be prepared and submitted for review and approval within a time approved by the Engineer, but in no case longer than the time specified for the initial submittal and review of the SWPPP. At a minimum, the SWPPP shall be amended annually and submitted to the Engineer 25 days prior to the defined rainy season.

The Contractor shall keep one copy of the approved SWPPP and approved amendments at the project site. The SWPPP shall be made available upon request by a representative of the Regional Water Quality Control Board, State Water Resources Control Board, United States Environmental Protection Agency, or the local storm water management agency. Requests by the public shall be directed to the Engineer.

### **COST BREAK-DOWN**

The Contractor shall include a Water Pollution Control Cost Break-Down in the SWPPP which itemizes the contract lump sum for water pollution control work. The Contractor shall use the Water Pollution Control Cost Break-Down provided in this section as the basis for the cost break-down submitted with the SWPPP. The Contractor shall use the Water Pollution Control Cost Break-Down to identify items, quantities and values for water pollution control work, excluding Temporary Water Pollution Control Practices for which there are separate bid items. The Contractor shall be responsible for the accuracy of the quantities and values used in the cost break-down submitted with the SWPPP. Partial payment for the item of water pollution control will not be made until the Water Pollution Control Cost Break-Down is approved by the Engineer.

Attention is directed to "Time-Related Overhead" of these special provisions regarding compensation for time-related overhead.

Line items indicated in the Water Pollution Control Cost Break-Down in this section with a specified Estimated Quantity shall be considered "Project-Specific Minimum Requirements." The Contractor shall incorporate Project-Specific Minimum Requirements with Contractor-designated quantities and values into the Water Pollution Control Cost Break-Down submitted with the SWPPP.

Line items indicated in the Water Pollution Control Cost Break-Down in this section without a specified Estimated Quantity shall be considered by the Contractor for selection to meet the applicable "Minimum Requirements" as defined in the Manuals, or for other water pollution control work as identified in the "Construction Site BMPs Consideration Checklist" presented in the Preparation Manual. In the Water Pollution Control Cost Break-Down submitted with the SWPPP, the Contractor shall list only those water pollution control practices selected for the project, including quantities and values required to complete the work for those items.

The sum of the amounts for the items of work listed in the Water Pollution Control Cost Break-Down shall be equal to the contract lump sum price bid for water pollution control. Overhead and profit, except for time-related overhead, shall be included in the individual items listed in the cost break-down.

**WATER POLLUTION CONTROL COST BREAK-DOWN**

**Contract No. 03-1A5304**

ITEM	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	VALUE	AMOUNT
SS-4	Hydroseeding	M2			
SS-5	Soil Binders	M2			
SS-6	Straw Mulch	M2			
SS-7	Geotextiles, Plastic Covers & Erosion Control Blankets/Mats	M2			
SS-8	Wood Mulching	M2			
SS-9	Earth Dikes/Drainage Swales & Lined Ditches	M			
SS-10	Outlet Protection/Velocity Dissipation Devices	EA			
SS-11	Slope Drains	EA			
SS-12	Streambank Stabilization	LS			
SC-2	Sediment/Desilting Basin	EA			
SC-3	Sediment Trap	EA			
SC-6	Gravel Bag Berm	M			
SC-7	Street Sweeping and Vacuuming	LS			
SC-8	Sandbag Barrier	M			
SC-9	Straw Bale Barrier	M			
WE-1	Wind Erosion Control	LS			
TC-1	Stabilized Construction Entrance/Exit	EA			
TC-2	Stabilized Construction Roadway	EA			
TC-3	Entrance/Outlet Tire Wash	EA			
NS-1	Water Conservation Practices	LS			
NS-2	Dewatering Operations	EA			
NS-3	Paving and Grinding Operations	LS			
NS-5	Clear Water Diversion	EA			
NS-6	Illicit Connection/Illegal Discharge Detection and Reporting	LS			
NS-7	Potable Water/Irrigation	LS			
NS-8	Vehicle and Equipment Cleaning	LS			
NS-9	Vehicle and Equipment Fueling	LS			
NS-10	Vehicle and Equipment Maintenance	LS			

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ITEM	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	VALUE	AMOUNT
NS-11	Pile Driving Operations	LS			
NS-12	Concrete Curing	LS			
NS-13	Material and Equipment Use over Water	LS			
NS-14	Concrete Finishing	LS			
NS-15	Structure Demolition/Removal Over or Adjacent to Water	LS			
WM-1	Material Delivery and Storage	LS			
WM-2	Material Use	LS			
WM-3	Stockpile Management	LS			
WM-4	Spill Prevention and Control	LS			
WM-5	Solid Waste Management	LS			
WM-6	Hazardous Waste Management	LS			
WM-7	Contaminated Soil Management	LS			
WM-8	Concrete Waste Management	LS			
WM-9	Sanitary/Septic Waste Management	LS			
WM-10	Liquid Waste Management	LS			

**TOTAL** \_\_\_\_\_

Adjustments in the items of work and quantities listed in the approved cost break-down shall be made when required to address amendments to the SWPPP, except when the adjusted items are paid for as extra work.

No adjustment in compensation will be made to the contract lump sum price paid for water pollution control due to differences between the quantities shown in the approved cost break-down and the quantities required to complete the work as shown on the approved SWPPP. No adjustment in compensation will be made for ordered changes to correct SWPPP work resulting from the Contractor's own operations or from the Contractor's negligence.

The approved cost break-down will be used to determine partial payments during the progress of the work and as the basis for calculating the adjustment in compensation for the item of water pollution control due to increases or decreases of quantities ordered by the Engineer. When an ordered change increases or decreases the quantities of an approved cost break-down item, the adjustment in compensation will be determined in the same manner specified for increases and decreases in the quantity of a contract item of work in conformance with the provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications. If an ordered change requires a new item which is not on the approved cost break-down, the adjustment in compensation will be determined in the same manner specified for extra work in conformance with Section 4-1.03D, "Extra Work," of the Standard Specifications.

If requested by the Contractor and approved by the Engineer, changes to the water pollution control practices listed in the approved cost break-down, including addition of new water pollution control practices, will be allowed. Changes shall be included in the approved amendment of the SWPPP. If the requested changes result in a net cost increase to the lump sum price for water pollution control, an adjustment in compensation will be made without change to the water pollution control item. The net cost increase to the water pollution control item will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

### **SWPPP IMPLEMENTATION**

Unless otherwise specified, upon approval of the SWPPP, the Contractor shall be responsible throughout the duration of the project for installing, constructing, inspecting, maintaining, removing, and disposing of the water pollution control practices specified in the SWPPP and in the amendments. Unless otherwise directed by the Engineer, the Contractor's responsibility for SWPPP implementation shall continue throughout temporary suspensions of work ordered in conformance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications. Requirements for installation, construction, inspection, maintenance, removal, and disposal of water pollution control practices shall conform to the requirements in the Manuals and these special provisions.

If the Contractor or the Engineer identifies a deficiency in the implementation of the approved SWPPP or amendments, the deficiency shall be corrected immediately unless requested by the Contractor and approved by the Engineer in writing, but shall be corrected prior to the onset of precipitation. If the Contractor fails to correct the identified deficiency by the date agreed or prior to the onset of precipitation, the project shall be in nonconformance with this section, "Water Pollution Control." Attention is directed to Section 5-1.01, "Authority of Engineer," of the Standard Specifications, and to "Retention of Funds" of this section for possible nonconformance penalties.

If the Contractor fails to conform to the provisions of this section, "Water Pollution Control," the Engineer may order the suspension of construction operations until the project complies with the requirements of this section.

Implementation of water pollution control practices may vary by season. The Construction Site BMPs Manual and these special provisions shall be followed for control practice selection of year-round, rainy season and non-rainy season water pollution control practices.

### **Year-Round Implementation Requirements**

The Contractor shall have a year-round program for implementing, inspecting and maintaining water pollution control practices for wind erosion control, tracking control, non-storm water management, and waste management and materials pollution control.

The National Weather Service weather forecast shall be monitored and used by the Contractor on a daily basis. An alternative weather forecast proposed by the Contractor may be used if approved by the Engineer. If precipitation is predicted, the necessary water pollution control practices shall be deployed prior to the onset of the precipitation.

Disturbed soil areas shall be considered active whenever the soil disturbing activities have occurred, continue to occur or will occur during the ensuing 21 days. Non-active areas shall be protected as prescribed in the Construction Site BMPs Manual within 14 days of cessation of soil disturbing activities or prior to the onset of precipitation, whichever occurs first.

In order to provide effective erosion control, the Contractor may be directed by the Engineer to apply permanent erosion control in small or multiple units. The Contractor's attention is directed to "Erosion Control (Type SFM)", "Erosion Control (Type D)" and "Move-In/Move-Out (Erosion Control)" of these special provisions.

### **Rainy Season Implementation Requirements**

Soil stabilization and sediment control practices shall be provided throughout the rainy season, defined as between October 15 and April 15.

An implementation schedule of required soil stabilization and sediment control practices for disturbed soil areas shall be completed no later than 20 days prior to the beginning of each rainy season. The implementation schedule shall identify the soil stabilization and sediment control practices and the dates when the implementation will be 25 percent, 50 percent and 100 percent complete, respectively. For construction activities beginning during the rainy season, the Contractor shall implement applicable soil stabilization and sediment control practices.

Throughout the defined rainy season, the active disturbed soil area of the project site shall be not more than 2 hectares. The Engineer may approve, on a case-by-case basis, expansions of the active disturbed soil area limit. Soil stabilization and sediment control materials shall be maintained on site sufficient to protect disturbed soil areas. A detailed plan for the mobilization of sufficient labor and equipment shall be maintained to deploy the water pollution control practices required to protect disturbed soil areas prior to the onset of precipitation.

### **Non-Rainy Season Implementation Requirements**

The non-rainy season shall be defined as days outside the defined rainy season. The Contractor's attention is directed to the Construction Site BMPs Manual for soil stabilization and sediment control implementation requirements on disturbed soil areas during the non-rainy season. Disturbed soil areas within the project shall be protected in conformance with the requirements in the Construction Site BMPs Manual with an effective combination of soil stabilization and sediment control.

### **MAINTENANCE**

To ensure the proper implementation and functioning of water pollution control practices, the Contractor shall regularly inspect and maintain the construction site for the water pollution control practices identified in the SWPPP. The construction site shall be inspected by the Contractor as follows:

- A. Prior to a forecast storm.
- B. After a precipitation event which causes site runoff.
- C. At 24 hour intervals during extended precipitation events.
- D. Routinely, a minimum of once every two weeks outside of the defined rainy season.
- E. Routinely, a minimum of once every week during the defined rainy season.

The Contractor shall use the Storm Water Quality Construction Site Inspection Checklist provided in the "Preparation Manual" or an alternative inspection checklist provided by the Engineer. One copy of each site inspection record shall be submitted to the Engineer within 24 hours of completing the inspection.

### **REPORTING REQUIREMENTS**

#### **Report of Discharges, Notices or Orders**

If the Contractor identifies discharges into surface waters or drainage systems in a manner causing, or potentially causing, a condition of pollution, or if the project receives a written notice or order from a regulatory agency, the Contractor shall immediately inform the Engineer. The Contractor shall submit a written report to the Engineer within 7 days of the discharge event, notice or order. The report shall include the following information:

- A. The date, time, location, nature of the operation, and type of discharge, including the cause or nature of the notice or order.
- B. The water pollution control practices deployed before the discharge event, or prior to receiving the notice or order.
- C. The date of deployment and type of water pollution control practices deployed after the discharge event, or after receiving the notice or order, including additional measures installed or planned to reduce or prevent reoccurrence.
- D. An implementation and maintenance schedule for affected water pollution control practices.

#### **Report of First-Time Non-Storm Water Discharge**

The Contractor shall notify the Engineer at least 3 days in advance of first-time non-storm water discharge events, excluding exempted discharges. The Contractor shall notify the Engineer of the operations causing non-storm water discharges and shall obtain field approval for first-time non-storm water discharges. Non-storm water discharges shall be monitored at first-time occurrences and routinely thereafter.

## **Annual Certifications**

By June 15 of each year, the Contractor shall complete and submit an Annual Certification of Compliance, as contained in the Preparation Manual, to the Engineer.

## **PAYMENT**

The contract lump sum price paid for prepare storm water pollution prevention plan shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals for doing all the work involved in developing, preparing, obtaining approval of, revising, and amending the SWPPP, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Attention is directed to Section 9-1.06, "Partial Payments," and Section 9-1.07, "Payment After Acceptance," of the Standard Specifications. Payments for prepare storm water pollution prevention plan will be made as follows:

- A. After the SWPPP has been approved by the Engineer, 75 percent of the contract item price for prepare storm water pollution prevention plan will be included in the monthly partial payment estimate.
- B. After acceptance of the contract in conformance with the provisions in Section 7-1.17, "Acceptance of Contract," of the Standard Specifications, payment for the remaining 25 percent of the contract item price for prepare storm water pollution prevention plan will be made in conformance with the provisions in Section 9-1.07.

The contract lump sum price paid for water pollution control shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in installing, constructing, removing, and disposing of water pollution control practices, including non-storm water management, and waste management and materials pollution water pollution control practices, except those for which there is a contract item of work as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Storm water sampling and analysis will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications. No payment will be made for the preparation, collection, analysis, and reporting of storm water samples required where appropriate BMPs are not implemented prior to a rain event, or if a failure of a BMP is not corrected prior to a rain event.

For items identified on the approved Water Pollution Control Cost Break-Down, the cost of maintaining the temporary water pollution control practices shall be divided equally by the State and the Contractor as follows:

### **Soil Stabilization**

Temporary water pollution control practices except:

- SS-1 Scheduling
- SS-2 Preservation of Existing Vegetation

### **Sediment Control**

Temporary water pollution control practices except:

- SC-7 Street Sweeping and Vacuuming

### **Wind Erosion Control**

No sharing of maintenance costs will be allowed.

### **Tracking Control**

TC-1 Stabilized Construction Entrance/Exit.

### **Non-Storm Water Management**

No sharing of maintenance costs will be allowed.

### **Waste Management & Materials Pollution Control**

No sharing of maintenance costs will be allowed.

The division of cost will be made by determining the cost of maintaining water pollution control practices in conformance with the provisions in Section 9-1.03, "Force Account Payment," of the Standard Specifications and paying to the Contractor one-half of that cost. Cleanup, repair, removal, disposal, improper installation, and replacement of water pollution control practices damaged by the Contractor's negligence, shall not be considered as included in the cost for performing maintenance.

The provisions for sharing maintenance costs shall not relieve the Contractor from the responsibility for providing appropriate maintenance on items with no shared maintenance costs.

Full compensation for non-shared maintenance costs of water pollution control practices, as specified in this section, "Water Pollution Control," shall be considered as included in the contract lump sum price paid for water pollution control and no additional compensation will be allowed therefor.

Water pollution control practices for which there is a contract item of work, will be measured and paid for as that contract item of work.

#### **10-1.04 TEMPORARY FIBER ROLL**

Temporary fiber roll shall be furnished, installed, maintained, and later removed at the locations shown on the approved Storm Water Pollution Prevention Plan in conformance with "Water Pollution Control" of these special provisions, and in conformance with details shown on the plans and these special provisions.

Attention is directed to "Water Pollution Control" of these special provisions.

Temporary fiber roll shall be one of the water pollution control practices for sediment control. The Storm Water Pollution Prevention Plan shall include the use of temporary fiber roll.

At the option of the Contractor, temporary fiber roll shall be Type 1 or Type 2.

#### **MATERIALS**

##### **Fiber Roll**

Fiber roll shall be one of the following:

- A. Fiber roll shall be constructed with a pre-manufactured blanket consisting of one material or a combination of materials consisting of wood excelsior, rice or wheat straw, or coconut fibers. The blanket shall be between 2.0 m and 2.4 m in width and between 20 m and 29 m in length. Wood excelsior shall be individual fibers, of which 80 percent shall be 150 mm or longer in length. The blanket shall have a photodegradable plastic netting or biodegradable jute, sisal or coir fiber netting on at least one side. The blanket shall be rolled along the width and secured with jute twine spaced 2 m apart along the full length of the roll and placed 150 mm from the ends of each roll. The finished roll shall be between 200 mm and 250 mm in diameter, between 3 m and 6 m in length and shall weigh at least 0.81-kg/m. More than one blanket may be required to achieve the finished roll diameter. When more than one blanket is required, blankets shall be jointed longitudinally with an overlap of 150 mm along the length of the blanket.
- B. Fiber roll shall be a pre-manufactured roll of rice or wheat straw, wood excelsior or coconut fiber encapsulated within a photodegradable plastic or biodegradable jute, sisal or coir fiber netting. Rolls shall be between 200 mm and 250 mm in diameter, between 3 m and 6 m in length and shall weigh at least 1.6 kg/m. The netting shall have a minimum durability of one year after installation. The netting shall be secured tightly at each end of the rolls.

##### **Stakes**

Wood stakes shall be a minimum of 19 mm x 19 mm x 450 mm in size for Type 1 installation, or shall be a minimum of 19 mm x 38 mm x 450 mm in size for Type 2 installation. Wood stakes shall be untreated fir, redwood, cedar, or pine, shall be cut from sound timber, and shall be straight and free of loose or unsound knots and other defects which would render them unfit for the purpose intended. Metal stakes may be used as an alternative. The Contractor shall submit a sample of the metal stake for Engineer's approval prior to installation. The tops of the metal stakes shall be bent at a 90-degree angle.

##### **Rope**

Rope shall be biodegradable, such as sisal or manila, with a minimum diameter of 6.35 mm.

#### **INSTALLATION**

Temporary fiber roll shall be installed as follows:

- A. Temporary fiber roll (Type 1): Furrows shall be constructed to a depth between 50 mm and 100 mm, and to a sufficient width to hold the fiber rolls. Stakes shall be installed 600 mm apart along the length of the fiber rolls and stopped at 300 mm from each end of the rolls. Stakes shall be driven to a maximum of 50 mm above, or flush with, the top of the roll.
- B. Temporary fiber roll (Type 2): Rope and notched stakes shall be used to restrain the fiber rolls against the slope. Stakes shall be driven into the slope until the notch is even with the top of the fiber roll. Rope shall be knotted at each stake and laced between stakes. After installation of the rope, stakes shall be driven into the slope such that the

rope will hold the fiber roll tightly to the slope. Furrows will not be required. If metal stakes are used, the rope may be laced and knotted on the bend at the top of the metal stakes.

- C. Temporary fiber roll shall be placed 3.0 m apart along the slope for slope inclination (vertical:horizontal) of 1:2 and steeper, 4.5 m apart along the slope for slope inclination between 1:2 and 1:4, 6.0 m apart along the slope for slope inclination between 1:4 and 1:10, and a maximum of 15 m apart along the slope for slope inclination of 1:10 and flatter.
- D. The bedding area for the fiber roll shall be cleared of obstructions including, but not limited to, rocks, clods, and debris greater than 25 mm in diameter prior to installation.
- E. Temporary fiber roll shall be installed approximately parallel to the slope contour.
- F. Temporary fiber roll shall be installed prior to the application of other temporary erosion control or soil stabilization materials in the same area.

When no longer required, as determined by the Engineer, temporary fiber roll shall become the property of the Contractor, and shall be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Ground disturbances, including holes and depressions, caused by the installation and removal of the temporary fiber roll shall be backfilled and repaired in conformance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

### **MAINTENANCE**

Temporary fiber roll shall be maintained to disperse concentrated water runoff and to reduce runoff velocities. Split, torn, or unraveling rolls shall be repaired or replaced. Broken or split stakes shall be replaced. Sagging or slumping fiber rolls shall be repaired with additional stakes or replaced. Locations where rills and other evidence of concentrated runoff have occurred beneath the rolls shall be corrected.

Temporary fiber roll shall be repaired or replaced on the same day when the damage occurs. Damage to the temporary fiber rolls resulting from the Contractor's vehicles, equipment, or operations shall be repaired at the Contractor's expense.

### **MEASUREMENT AND PAYMENT**

The quantity of temporary fiber roll to be paid for will be measured by the meter, along the centerline of the installed roll. Where temporary fiber rolls are joined and overlapped, the joint will be measured as a single installed roll.

The contract price paid per meter for temporary fiber roll shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in installing temporary fiber roll, complete in place, including furrow excavation and backfill, maintenance, and removal of temporary fiber roll, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

No adjustment of compensation will be made for any increase or decrease in the quantities of temporary fiber roll required, regardless of the reason for the increase or decrease. The provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications shall not apply to temporary fiber roll.

### **10-1.05 TEMPORARY SILT FENCE**

Temporary silt fence shall be furnished, installed, maintained, and later removed at the locations shown on the approved Storm Water Pollution Prevention Plan in conformance with "Water Pollution Control" of these special provisions, and in conformance with details shown on the plans and these special provisions.

Attention is directed to "Water Pollution Control" of these special provisions.

Temporary silt fence shall be one of the water pollution control practices for sediment control. The Storm Water Pollution Prevention Plan shall include the use of temporary silt fence.

### **MATERIALS**

At the Contractor's option, temporary silt fence shall be prefabricated or constructed with silt fence fabric, posts, and fasteners.

#### **Silt Fence Fabric**

Silt fence fabric shall be geotextile manufactured from woven polypropylene or polymer material. Silt Fence Fabric may be virgin or recycled, or a combination of virgin and recycled polymer materials. No virgin or recycled polymer materials shall contain biodegradable filler materials that can degrade the physical or chemical characteristics of the finished fabric. The Engineer may order tests to confirm the absence of biodegradable filler materials in conformance to the requirements in ASTM Designation: E 204 (Fourier Transformed Infrared Spectroscopy-FTIR).

Silt fence fabric shall conform to the following requirements:

Specification	Requirements
Width, mm, min.	900
Grab tensile strength (25-mm grip), kilonewtons, min. in each direction ASTM Designation: D 4632*	0.55
Elongation, percent minimum in each direction ASTM Designation: D 4632*	15
Permittivity, l/sec., min. ASTM Designation: D 4491	0.05
Flow rate, liters per minute per square meter, min. ASTM Designation: D 4491	400
Ultraviolet stability, percent tensile strength retained after 500 hours, min. ASTM Designation: D 4355 (xenon-arc lamp and water spray weathering method)	70

\* or appropriate test method for specific polymer

### Posts

Posts for temporary silt fence shall be one of the following:

- A. Posts shall be untreated fir or pine, minimum 34 mm x 40 mm in size, and 1.2 m in length. One end of the post shall be pointed.
- B. Posts shall be steel and have a "U", "T", "L" or other cross sectional shape that can resist failure by lateral loads. The steel posts shall have a minimum mass per length of 1.1 kg/m and a minimum length of 1.2 m. One end of the steel posts shall be pointed and the other end shall be capped with an orange or red plastic safety cap which fits snugly to the steel post. The Contractor shall submit to the Engineer for approval a sample of the capped steel post prior to installation.

### Fasteners

Fasteners for attaching silt fence fabric to posts shall be as follows:

- A. When prefabricated silt fence is used, posts shall be inserted into sewn pockets.
- B. Silt fence fabric shall be attached to wooden posts with nails or staples as shown on the plans or as recommended by the manufacturer or supplier. Tie wire or locking plastic fasteners shall be used to fasten the silt fence fabric to steel posts. Maximum spacing of fasteners shall be 200 mm along the length of the steel post.

### INSTALLATION

Temporary silt fence shall be installed parallel with the slope contour in reaches not to exceed 150 m. A reach is considered a continuous run of temporary silt fence from end to end or from an end to an opening, including joined panels. Each reach shall be constructed so that the elevation at the base of the fence does not deviate from the contour more than one third of the fence height.

The silt fence fabric shall be installed on the side of the posts facing the slope. The silt fence fabric shall be anchored in a trench as shown on the plans. The trench shall be backfilled and mechanically or hand tamped to secure the silt fence fabric in the bottom of the trench.

Mechanically pushing 300 mm of the silt fence fabric vertically through the soil may be allowed if the Contractor can demonstrate to the Engineer that the silt fence fabric will not be damaged and will not slip out of the soil, resulting in sediment passing under the silt fence fabric.

At the option of the Contractor, the maximum post spacing may increase to 3 m if the fence is reinforced by a wire or plastic material by prefabrication or by field installation. The field-assembled reinforced temporary silt fence shall be able to retain saturated sediment without collapsing.

Temporary silt fence shall be joined as shown on the plans. The tops of the posts shall be tied together by minimum of 2 wraps of tie wire of a minimum 1.5 mm diameter. The silt fence fabric shall be attached to the posts at the joint as specified in these special provisions.

Temporary silt fence shall be repaired or replaced at the expense of the Contractor on the same day when the damage occurs.

When no longer required as determined by the Engineer, temporary silt fence shall become the property of the Contractor and be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications. Trimming the silt fence fabric and leaving it in place will not be allowed.

Ground disturbance, including holes and depressions, caused by the installation and removal of the temporary silt fence shall be backfilled and repaired in conformance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

**MAINTENANCE**

Temporary silt fence shall be maintained to provide a sediment holding capacity of approximately one-third the height of the silt fence fabric above ground. When sediment exceeds this height, or when directed by the Engineer, sediment shall be removed. The removed sediment shall be deposited within the project limits in such a way that the sediment is not subject to erosion by wind or by water.

Temporary silt fence shall be repaired or replaced on the same day when the damage occurs. Damage to the temporary silt fence resulting from the Contractor's vehicles, equipment, or operations shall be repaired at the Contractor's expense.

**MEASUREMENT AND PAYMENT**

The quantity of temporary silt fence to be paid for will be measured by the meter, parallel with the ground slope along the line of the installed temporary silt fence, deducting the widths of openings.

The contract price paid per meter for temporary silt fence shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in installing temporary silt fence, complete in place, including trench excavation and backfill, maintenance, and removal of temporary silt fence, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

No adjustment of compensation will be made for any increase or decrease in the quantities of temporary silt fence required, regardless of the reason for the increase or decrease. The provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications shall not apply to temporary silt fence.

**10-1.06 TEMPORARY CONCRETE WASHOUT FACILITY**

Temporary concrete washout facilities shall be constructed, maintained, and later removed at the locations shown on the approved Storm Water Pollution Prevention Plan in conformance with "Water Pollution Control" of these special provisions, and in conformance with details shown on the plans and these special provisions.

Attention is directed to "Water Pollution Control" of these special provisions.

Temporary concrete washout facilities shall be one of the water pollution control practices for waste management and materials pollution control. The Storm Water Pollution Prevention Plan shall include the use of temporary concrete washout facilities.

**MATERIALS**

**Plastic Liner**

Plastic liner shall be single ply, new polyethylene sheeting, a minimum of 0.25-mm thick and shall be free of holes, punctures, tears or other defects that compromise the impermeability of the material. Plastic liner shall not have seams or overlapping joints.

**Gravel-filled Bags**

Gravel bag fabric shall be non-woven polypropylene geotextile (or comparable polymer) and shall conform to the following requirements:

Specification	Requirements
Mass per unit area, grams per square meter, min. ASTM Designation: D 5261	270
Grab tensile strength (25-mm grip), kilonewtons, min. ASTM Designation: D4632*	0.89
Ultraviolet stability, percent tensile strength retained after 500 hours, ASTM Designation: D4355, xenon arc lamp method	70

\* or appropriate test method for specific polymer

Gravel bags shall be between 600 mm and 800 mm in length, and between 400 mm and 500 mm in width.

Yarn used for binding gravel bags shall be as recommended by the manufacturer or bag supplier and shall be of a contrasting color.

Gravel shall be between 10 mm and 20 mm in diameter, and shall be clean and free from clay balls, organic matter, and other deleterious materials.

The opening of gravel-filled bags shall be secured to prevent gravel from escaping. Gravel-filled bags shall be between 13 kg and 22 kg in mass.

### **Straw Bales**

Straw for straw bales shall conform to the provisions in Section 20-2.06, "Straw," of the Standard Specifications.

Straw bales shall be a minimum of 360 mm in width, 450 mm in height, 900 mm in length and shall have a minimum mass of 23 kg. The straw bale shall be composed entirely of vegetative matter, except for binding material.

Straw bales shall be bound by either wire, nylon or polypropylene string. Jute or cotton binding shall not be used. Baling wire shall be a minimum 1.57 mm in diameter. Nylon or polypropylene string shall be approximately 2 mm in diameter with 360 N of breaking strength.

### **Stakes**

Stakes shall be wood or metal. Wood stakes shall be untreated fir, redwood, cedar, or pine, shall be cut from sound timber, and shall be straight and free from loose or unsound knots and other defects which would render them unfit for the purpose intended. Wood stakes shall be minimum 50 mm x 50 mm in size. Metal stakes may be used as an alternative, and shall be a minimum 13 mm in diameter. Stakes shall be a minimum 1.2 m in length. The tops of the metal stakes shall be bent at a 90-degree angle or capped with an orange or red plastic safety cap that fits snugly to the metal stake. The Contractor shall submit a sample of the metal stake and plastic cap, if used, for Engineer's approval prior to installation.

### **Staples**

Staples shall be as shown on the plans. An alternative attachment device such as geotextile pins or plastic pegs may be used instead of staples. The Contractor shall submit a sample of the alternative attachment device for Engineer's approval prior to installation.

### **Signs**

Wood posts for signs shall conform to the provisions in Section 56-2.02B, "Wood Posts," of the Standard Specifications. Lag screws shall conform to the provisions in Section 56-2.02D, "Sign Panel Fastening Hardware," of the Standard Specifications.

Plywood shall be freshly painted for each installation with not less than 2 applications of flat white paint. Sign letters shown on the plans shall be stenciled with commercial quality exterior black paint. Testing of paint will not be required.

## **INSTALLATION**

Temporary concrete washout facilities shall be as follows:

- A. Temporary concrete washout facilities shall be installed prior to beginning placement of concrete and located a minimum of 15 m from storm drain inlets, open drainage facilities, and water courses unless determined infeasible by the Engineer. Temporary concrete washout facilities shall be located away from construction traffic or access areas at a location determined by the Contractor and approved by the Engineer.
- B. A sign shall be installed adjacent to each washout facility at a location determined by the Contractor and approved by the Engineer. Signs shall be installed in conformance with the provisions in Section 56-2.03, "Construction," and Section 56-2.04, "Sign Panel Installation," of the Standard Specifications.
- C. The length and width of a temporary concrete washout facility may be increased from the minimum dimensions shown on the plans, at the Contractor's expense and upon approval of the Engineer.
- D. Temporary concrete washout facilities shall be constructed in sufficient quantity and size to contain liquid and concrete waste generated by washout operations for concrete wastes. These facilities shall be constructed to contain liquid and concrete waste without seepage, spillage or overflow.
- E. Berms for below grade temporary concrete washout facilities shall be constructed from compacted native material. Gravel may be used in conjunction with compacted native material.
- F. Plastic liner shall be installed in below grade temporary concrete washout facilities.

Details for an alternative temporary concrete washout facility shall be submitted to the Engineer for approval at least 7 days prior to installation.

When temporary concrete washout facilities are no longer required for the work, as determined by the Engineer, the hardened concrete and liquid residue shall be removed and disposed of in conformance with the provisions in Section 15-3.02, "Removal Methods," of the Standard Specifications. Temporary concrete washout facilities shall become the property of the Contractor and be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Ground disturbance, including holes and depressions, caused by the installation and removal of the temporary concrete washout facilities shall be backfilled and repaired in conformance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

### **MAINTENANCE**

Temporary concrete washout facilities shall be maintained to provide adequate holding capacity with a minimum freeboard of 300 mm. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and returning the facilities to a functional condition. Hardened concrete materials shall be removed and disposed of in conformance with the provisions in Section 15-3.02, "Removal Methods," of the Standard Specifications. Holes, rips, and voids in the plastic liner shall be patched and repaired by taping or the plastic liner shall be replaced. Plastic liner shall be replaced when patches or repairs compromise the impermeability of the material as determined by the Engineer.

Gravel bags shall be replaced when the bag material is ruptured or when the yarn has failed, allowing the bag contents to spill out.

Temporary concrete washout facility shall be repaired or replaced on the same day when the damage occurs. Damage to the temporary concrete washout facility resulting from the Contractor's vehicles, equipment, or operations shall be repaired at the Contractor's expense.

### **MEASUREMENT AND PAYMENT**

The quantity of temporary concrete washout facility to be paid for will be measured as unit determined from actual count in place.

The contract unit price paid for temporary concrete washout facility shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in constructing temporary concrete washout facility, complete in place, including excavation and backfill, maintenance, and removal of temporary concrete washout facility, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

No adjustment of compensation will be made for any increase or decrease in the quantities of temporary concrete washout facility required, regardless of the reason for the increase or decrease. The provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications shall not apply to temporary concrete washout facility.

### **10-1.07 TEMPORARY CHECK DAM**

Temporary check dam shall be constructed, maintained, and later removed at the locations shown on the approved Storm Water Pollution Prevention Plan in conformance with "Water Pollution Control" of these special provisions, and in conformance with details shown on the plans and these special provisions.

Attention is directed to "Water Pollution Control" of these special provisions.

Temporary check dam shall be one of the water pollution control practices for sediment control. The Storm Water Pollution Prevention Plan shall include the use of temporary check dam.

At the option of the Contractor, temporary check dam shall be Type 1 (fiber roll) or Type 2 (gravel bag).

### **MATERIALS**

#### **Fiber Roll**

Fiber roll shall be one of the following:

- A. Fiber roll shall be constructed with a pre-manufactured blanket consisting of one material or a combination of materials consisting of wood excelsior, rice or wheat straw, or coconut fibers. The blanket shall be between 2.0 m and 2.4 m in width and between 20 m and 29 m in length. Wood excelsior shall be individual fibers, of which 80 percent shall be 150 mm or longer in length. The blanket shall have a photodegradable plastic netting or biodegradable jute, sisal or coir fiber netting on at least one side. The blanket shall be rolled along the width and secured with jute twine spaced 2 m apart along the full length of the roll and placed 150 mm from the ends of each roll. The finished roll shall be between 200 mm and 250 mm in diameter, between 3 m and 6 m in length and shall weigh at least 0.81-kg/m. More than one blanket may be required to achieve the finished roll diameter. When more than one blanket is required, blankets shall be jointed longitudinally with an overlap of 150 mm along the length of the blanket.
- B. Fiber roll shall be a pre-manufactured roll of rice or wheat straw, wood excelsior or coconut fiber encapsulated within a photodegradable plastic or biodegradable jute, sisal or coir fiber netting. Rolls shall be between 200 mm and 250 mm in diameter, between 3 m and 6 m in length and shall weigh at least 1.6 kg/m. The netting shall have a minimum durability of one year after installation. The netting shall be secured tightly at each end of the rolls.

### Stakes

Wood stakes shall be a minimum of 19 mm x 38 mm x 450 mm. Wood stakes shall be untreated fir, redwood, cedar, or pine, shall be cut from sound timber, and shall be straight and free of loose of unsound knots and other defects which would render them unfit for the purpose intended. Metal stakes may be used as an alternative. The Contractor shall submit a sample of the metal stake for Engineer's approval prior to installation. The tops of the metal stakes shall be bent at a 90-degree angle.

### Rope

Rope shall be biodegradable, such as sisal or manila, with a minimum diameter of 6.35 mm.

### Gravel-filled Bag

Gravel bag fabric shall be non-woven polypropylene geotextile (or comparable polymer) and shall conform to the following requirements:

Specification	Requirements
Mass per unit area, grams per square meter, min. ASTM Designation: D 5261	270
Grab tensile strength (25-mm grip), kilonewtons, min. ASTM Designation: D4632*	0.89
Ultraviolet stability, percent tensile strength retained after 500 hours, ASTM Designation: D4355, xenon arc lamp method	70

\* or appropriate test method for specific polymer

Gravel bags shall be between 600 mm and 800 mm in length, and between 400 mm and 500 mm in width.

Yarn used in construction of the gravel bags shall be as recommended by the manufacturer or bag supplier and shall be of a contrasting color.

Gravel shall be between 10 mm and 20 mm in diameter, and shall be clean and free from clay balls, organic matter, and other deleterious materials. The opening of gravel-filled bags shall be secured to prevent gravel from escaping. Gravel-filled bags shall be between 13 kg and 22 kg in mass.

## INSTALLATION

Temporary check dam shall be installed as follows:

- A. Temporary check dam (Type 1): Rope and notched stakes shall be used to restrain the fiber rolls against the surface of the unlined ditch or swale. Stakes shall be driven into the slope until the notch is even with the top of the fiber roll. Rope shall be knotted at each stake and laced between stakes. After installation of the rope, stakes shall be driven into the slope such that the rope will hold the fiber roll tightly to the slope. Furrows will not be required. If metal stakes are used, the rope may be laced and knotted on the bend at the top of the metal stakes.
- B. Temporary check dam (Type 2): A single layer of gravel bags shall be placed in lined or unlined ditches with ends abutted tightly and not overlapped.
- C. The bedding area for the temporary check dam shall be cleared of obstructions including, but not limited to, rocks, clods, and debris greater than 25 mm in diameter prior to installation.
- D. Temporary check dam shall be installed across and approximately perpendicular to the centerline of ditch or drainage line.
- E. Temporary check dam shall be installed with sufficient spillway depth to prevent flanking of concentrated flow around the ends of the check dams.
- F. Temporary check dam shall be installed in an unlined ditch or swale prior to the application of other temporary erosion control or soil stabilization materials in the same unlined ditch or swale.

Details for an alternative temporary check dam shall be submitted to the Engineer for approval at least 7 days prior to installation.

When the temporary check dam is no longer required, as determined by the Engineer, temporary check dam shall become the property of the Contractor and be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Ground disturbances, including holes and depressions caused by the installation and removal of the temporary check dam shall be backfilled and repaired in conformance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

## MAINTENANCE

Temporary check dam shall be maintained to provide sediment holding capacity and to reduce runoff velocities. Split, torn, or unraveling rolls shall be repaired or replaced. Broken or split stakes shall be replaced. Sagging or slumping fiber rolls shall be repaired with additional stakes or replaced. Gravel bags shall be replaced when the bag material is ruptured or when the yarn has failed, allowing the bag contents to spill out. Locations where rills and other evidence of concentrated runoff have occurred beneath the check dams shall be corrected.

When sediment exceeds one-third the height of the check dam above ground, or when directed by the Engineer, sediment shall be removed. The removed sediment shall be deposited within the project limits in such a way that the sediment is not subject to erosion by wind or by water.

Temporary check dam shall be repaired or replaced on the same day the damage occurs. Washouts or scour beneath the temporary check dam shall be repaired. Temporary check dam damaged during the progress of work or resulting from the Contractor's vehicles, equipment, or operations shall be repaired or replaced at the Contractor's expense.

## MEASUREMENT AND PAYMENT

The quantity of temporary check dam to be paid for will be measured by the meter along the centerline of the installed check dam.

The contract price paid per meter for temporary check dam shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in installing temporary check dam, complete in place, including maintenance, and removal of temporary check dam, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

No adjustment of compensation will be made for any increases or decreases in the quantities of temporary check dam, regardless of the reason for the increase or decrease. The provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications shall not apply to the item of temporary check dam.

### 10-1.08 TEMPORARY DRAINAGE INLET PROTECTION

Temporary drainage inlet protection shall be constructed, maintained, and removed at the locations shown on the approved Storm Water Pollution Prevention Plan in accordance with "Water Pollution Control" of these special provisions, and in accordance with the details shown on the plans and these special provisions.

Temporary drainage inlet protection shall be one of the water pollution control practices for sediment control.

The Contractor shall select the appropriate drainage inlet protection in accordance with the details to meet the field condition around the drainage inlet.

Throughout the duration of the contract, the Contractor shall provide protection to meet the changing condition around the drainage inlet.

Temporary drainage inlet protection shall be Type 3A.

### Gravel-filled Bags

Gravel-filled bag fabric shall be non-woven polypropylene geotextile or polymer material and shall conform to the following requirements:

Specification	Requirements
Mass per unit area, grams per square meter, minimum. ASTM Designation: D 5261	270
Grab tensile strength (25-mm grip), kilonewtons, minimum. ASTM Designation: D4632*	0.89
Ultraviolet stability, percent tensile strength retained after 500 hours, ASTM Designation: D4355, xenon arc lamp method	70

\* or appropriate test method for specific polymer

Gravel-filled bags shall be between 600 mm and 800 mm in length, and between 400 mm and 500 mm in width.

Yarn used for binding gravel bags shall be as recommended by the manufacturer or bag supplier and shall be of a contrasting color to the bag.

Gravel shall be between 10 mm and 20 mm in diameter, and shall be clean and free from clay balls, organic matter, and other deleterious materials. The opening of gravel-filled bags shall be secured to prevent gravel from escaping. Gravel-filled bags shall be between 13 kg and 22 kg in mass.

## **INSTALLATION**

Temporary drainage inlet protection shall be installed at drainage inlets in paved and unpaved areas as follows:

- A. Temporary drainage inlet protection shall be installed such that ponded runoff does not encroach on the traveled way or overtop the curb or dike. Gravel-filled bags shall be placed to control ponding and prevent runoff from overtopping the curb or dike.
- B. The bedding area for the temporary drainage inlet protection shall be cleared of obstructions including, but not limited to, rocks, clods, and debris greater than 25 mm in diameter prior to installation.
- C. A temporary linear sediment barrier shall be installed up-slope of the existing drainage inlet and parallel with the curb, dike, or flow line to prevent sediment from entering the drainage inlet.

### **Gravel-filled Bags**

Gravel-filled bags shall be stacked to form a gravel bag barrier. The gravel-filled bags shall be placed so that the bags are tightly abutted and overlap the joints in adjacent rows. A spillway shall be created by removing one or more gravel-filled bags from the upper layer of the gravel bag barrier.

## **REMOVAL**

When the temporary drainage inlet protection is no longer required, temporary drainage inlet protection materials shall be removed and disposed of in accordance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Holes, depressions or other ground disturbance caused by the removal of the temporary drainage inlet protection shall be backfilled and repaired in accordance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

## **MAINTENANCE**

Temporary drainage inlet protection shall be maintained to provide sediment holding capacity and to reduce runoff velocities. Temporary drainage inlet protection shall be repaired or replaced immediately when the damage occurs.

Sediment deposits, trash and debris shall be removed from temporary drainage inlet protection as needed or when directed by the Engineer. Removed sediment shall be deposited within the project limits in such a way that the sediment is not subject to erosion by wind or by water. Trash and debris shall be removed and disposed of in accordance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

At locations where rills and other evidence of concentrated runoff have occurred beneath the drainage inlet protection, the protection shall be adjusted to prevent that occurrence.

Sediment deposits shall be removed when the deposit is one-third the height of the gravel bag barrier or one-half the height of the spillway; whichever is less.

Gravel-filled bags shall be replaced when the bag material ruptures or when the binding fails.

## **MEASUREMENT**

Temporary drainage inlet protection will be measured by the unit as determined from actual count in place. The protection will be measured one time only and no additional measurement will be recognized.

## **PAYMENT**

The contract unit price paid for temporary drainage inlet protection shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in constructing the temporary drainage inlet protection, complete in place, including removal of materials, and backfilling and repairing holes, depressions and other ground disturbance, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

No additional compensation will be made if the temporary drainage inlet protection changes during the course of construction

No adjustment of compensation will be made for any increase or decrease in the quantities of temporary drainage inlet protection required, regardless of the reason for the increase or decrease. The provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications shall not apply to temporary drainage inlet protection.

The cost of maintaining, repairing, removing and disposing of the temporary drainage inlet protection will be borne equally by the State and the Contractor.

The division of cost will be made by determining the cost of maintaining temporary drainage inlet protection in accordance with the provisions in Section 9-1.03, "Force Account Payment," of the Standard Specifications and paying to the

Contractor one-half of that cost. Clean-up, repair, removal, disposal, or replacement because of improper installation, or as a result of the Contractor's negligence will not be considered as included in the cost for performing maintenance.

**10-1.09 TEMPORARY HYDRAULIC MULCH (BONDED FIBER MATRIX)**

Temporary hydraulic mulch (bonded fiber matrix) shall be furnished, applied, maintained, and later removed at locations shown on the approved Storm Water Pollution Prevention Plan in conformance with "Water Pollution Control" of these special provisions, and in conformance with details shown on the plans and these special provisions.

Temporary hydraulic mulch (bonded fiber matrix) shall consist of applying a bonded fiber matrix to active and non-active disturbed areas.

The bonded fiber matrix shall be used as a water pollution control practice for soil stabilization. The Storm Water Pollution Prevention Plan shall include the use of bonded fiber matrix.

**MATERIALS**

**Tackifier**

The tackifier shall conform to the provisions in Section 20-2.11, "Stabilizing Emulsion," of the Standard Specifications. The tackifier shall be nonflammable, nontoxic to aquatic organisms, and shall have no growth or germination inhibiting factors.

The tackifier shall be an organic, high viscosity colloidal polysaccharide with activating agents, or a blended hydrocolloid-based binder. The tackifier shall be bonded to the fiber or prepackaged with the fiber by the manufacturer. The tackifier, including activating agents and additives, shall be a minimum of 10 percent by weight of the fiber.

**Fiber**

Fiber shall conform to the provisions in Section 20-2.07, "Fiber," of the Standard Specifications and these special provisions. Fiber shall be long strand, whole wood fibers, thermo-mechanically processed from clean, whole wood chips, containing a minimum of 25 percent at 10 mm long, with a minimum of 50 percent retained on a 710 µm sieve. The wood chips shall not contain lead paint, printing ink, varnish, petroleum products, seed germination inhibitors, or chlorine bleach. Fiber shall not be produced from sawdust, cardboard, paper, or paper by-products.

A coloring agent shall be added to the bonded fiber matrix to contrast with the area on which it is applied. The coloring agent shall not include copper, mercury, or arsenic, and shall be biodegradable and nontoxic.

A Certificate of Compliance for temporary hydraulic mulch (bonded fiber matrix) shall be furnished to the Engineer in accordance with the provisions in Section 6-1.07, "Certificates of Compliance" of the Standard Specifications. The Certificate of Compliance shall include a list of pollutant indicators and potential pollutants not visually detectable as described under "Sampling and Analysis Plan for Non-Visible Pollutants" in the Storm Water Pollution Prevention Plan and Water Pollution Control Program Preparation Manual of the Storm Water Quality Handbooks issued by the Department.

The Contractor shall provide written documentation certifying the temporary hydraulic mulch (bonded fiber matrix) was applied in accordance with specified rates, including area of application, time of application, and quantities used.

Monitoring for pollutants not visually detectable in storm water is required by the General Construction NPDES Permit for soil amendments, including soil stabilization products.

**APPLICATION**

Temporary hydraulic mulch (bonded fiber matrix) shall be applied as follows:

- A. Temporary hydraulic mulch shall be applied with hydroseeding equipment. Successive applications or passes shall be used to achieve the indicated rate:

Material	Kilograms Per Hectare (slope measurement)
Bonded Fiber (includes fiber and tackifier material)	4,000

- B. The dilution of bonded fiber to water per hectare shall be as required to facilitate even application of material.
- C. Material shall be applied to form a continuous mat covering all of the disturbed soil surface, shall have a minimum thickness of 3 mm, and shall have no gaps between the mat and the soil surface.
- D. Material shall be applied from 2 or more directions to achieve a continuous mat.
- E. Material shall be applied in layers to avoid slumping and to aid drying.

F. Material shall be applied during dry weather, with a minimum of 24 hours of dry weather between completion of material application and predicted precipitation.

**MAINTENANCE**

Bonded fiber matrix shall be reapplied when the area treated with bonded fiber matrix exhibits visible erosion. Bonded fiber matrix shall be reapplied within 24 hours of identifying visible erosion or longer if approved by the Engineer.

**REMOVAL**

Removal shall consist of mechanically incorporating the temporary hydraulic mulch into the soil with tracklaying equipment, disking, or other methods approved by the Engineer.

**MEASUREMENT AND PAYMENT**

The quantity of temporary hydraulic mulch (bonded fiber matrix) to be paid for will be measured by the square meter as determined from measurements along the slope of the actual areas covered by the temporary hydraulic mulch (bonded fiber matrix).

The contract price paid per square meter for temporary hydraulic mulch (bonded fiber matrix) shall include full compensation for furnishing all labor, materials (including bonded fiber), tools, equipment, and incidentals, and for doing all the work involved in applying bonded fiber matrix, complete in place, including removal of bonded fiber matrix, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Temporary hydraulic mulch (bonded fiber matrix) disturbed or displaced by the Contractor's vehicles, equipment, or operations shall be reapplied at the Contractor's expense.

No adjustment of compensation will be made for any increase or decrease in the quantity of temporary hydraulic mulch (bonded fiber matrix) required, regardless of the reason for the increase or decrease. The provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications shall not apply to temporary hydraulic mulch (bonded fiber matrix).

The cost of maintaining the temporary hydraulic mulch (bonded fiber matrix) will be borne equally by the State and the Contractor. The division of cost will be made by determining the cost of maintaining temporary hydraulic mulch (bonded fiber matrix) in conformance with the provisions in Section 9-1.03, "Force Account Payment," of the Standard Specifications and paying to the Contractor one-half of that cost.

Cleanup, repair, removal, disposal, or replacement due to improper installation or the Contractor's negligence will not be considered as included in the cost for performing maintenance.

**10-1.10 TEMPORARY SAND BAG SLOPE PROTECTION**

Temporary sand bag slope protection with temporary geomembrane (plastic sheeting) shall be furnished, installed, and maintained at the locations shown on the plans, and in conformance with details shown on the plans and these special provisions.

Attention is directed to "Water Pollution Control" of these special provisions.

**MATERIALS**

**Sand-filled Bags**

Sand bag fabric shall be non-woven polypropylene geotextile (or comparable polymer) and shall conform to the following requirements:

Specification	Requirements
Mass per unit area, grams per square meter, min. ASTM Designation: D 5261	270
Grab tensile strength (25-mm grip), kilonewtons, min. ASTM Designation: D4632*	0.89
Ultraviolet stability, percent tensile strength retained after 500 hours, ASTM Designation: D4355, xenon arc lamp method	70

\* or appropriate test method for specific polymer

Sand bags shall be between 600 mm and 800 mm in length, and between 400 mm and 500 mm in width.

Yarn used for binding sand bags shall be as recommended by the manufacturer or bag supplier and shall be of a contrasting color.

Sand shall be clean and free from clay balls, organic matter, and other deleterious materials. The opening of sand-filled bags shall be secured to prevent sand from escaping. Sand-filled bags shall be between 13 kg and 22 kg in mass.

### **Temporary Geomembrane (Plastic Sheeting)**

Temporary geomembrane (plastic sheeting) shall conform to the following requirements:

- A. Geomembrane shall consist of 0.40-mm (16 mils) thick, single-ply material in conformance with the requirements in ASTM Designation: D 5199.

### **INSTALLATION**

Temporary sand bag slope protection and geomembrane (plastic sheeting) shall be installed as follows:

- A. Temporary sand bag slope protection shall consist of placing a single layer of sand bags placed with ends abutted tightly and not overlapped along the existing slope surface.
- B. The bedding area for the temporary sand bag slope protection shall be cleared of obstructions, including rocks, clods, and debris greater than 25 mm in diameter, prior to installation of the geomembrane (plastic lining).
- C. The geomembrane (plastic sheeting) shall be not be exposed to Contractor's equipment or other elements that will damage the sheeting.
- D. Abutting edges of the geomembrane (plastic lining) shall overlap a minimum of 600 mm with the upstream end of the lining lapped over the downstream end lining. Non-abutting edges shall be embedded in the soil a minimum of 150 mm.
- E. Temporary sand bag slope protection shall be installed in layers and shall be set firmly against the slope contour or canal surface.
- F. The second and succeeding sand bag courses shall be placed in such a manner that joints are staggered.

Ground disturbance, including holes and depressions, caused by the installation of the temporary sand bag slope protection shall be backfilled and repaired in conformance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

### **MAINTENANCE**

Temporary sand bag slope protection and geomembrane (plastic sheeting) shall be maintained to provide stability to the berm and canal being protected.

Temporary sand bag slope protection and geomembrane (plastic sheeting) shall be repaired or replaced on the same day when the damage occurs. Damage to the temporary sand bag slope protection and geomembrane (plastic sheeting) resulting from the Contractor's vehicles, equipment, or operations shall be repaired at the Contractor's expense.

Sand bags shall be replaced when the bag material is ruptured or when the yarn has failed, allowing the bag contents to spill out.

### **MEASUREMENT AND PAYMENT**

The quantity of temporary sand bag slope protection to be paid for will be measured by the cubic meter, calculated on the basis of established dimensions shown on the plans.

The contract price paid per cubic meter for temporary sand bag slope protection shall include full compensation for furnishing all labor, materials (including geomembrane plastic sheeting), tools, equipment, and incidentals, and for doing all the work involved in installing temporary sand bag slope protection, complete in place, including backfill and maintenance of temporary sand bag slope protection, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

No adjustment of compensation will be made for any increase or decrease in the quantities of temporary sand bag slope protection required, regardless of the reason for the increase or decrease. The provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications shall not apply to temporary sand bag slope protection.

### **REMOVE TEMPORARY SAND BAG SLOPE PROTECTION**

Existing temporary sand bag slope protection, including geomembrane (plastic sheeting), installed at the Nevada Irrigation District canal during the early stages of this contract shall be removed and disposed of.

The temporary sand bag slope protection removal work shall include cleaning the existing Nevada Irrigation District canal where the slope protection removal is required by removing all debris and other material accumulations within the canal. Ground disturbance, including holes and depressions in the earthen canal surface caused by the removal operations shall be backfilled and compacted with material equivalent to the surrounding material and shall be graded to restore the canal shape.

The time of removal of the temporary sand bag slope protection will be determined by the Engineer. The Contractor shall obtain a written order from the Engineer prior to removing the temporary sand bag slope protection.

Remove temporary sand bag slope protection will be measured and paid for by the cubic meter, measured before and during removal operations.

No adjustment of compensation will be made for any increase or decrease in the quantities of remove temporary sand bag slope protection required, regardless of the reason for the increase or decrease. The provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications shall not apply to remove temporary sand bag slope protection.

Full compensation for cleaning and grading the canal shall be considered as included in the contract price paid for remove temporary sand bag slope protection and no additional compensation will be allowed therefore.

#### **10-1.11 PROGRESS SCHEDULE (CRITICAL PATH METHOD)**

The Contractor shall submit to the Engineer practicable critical path method (CPM) progress schedules in conformance with these special provisions. Whenever the term "schedule" is used in this section it shall mean CPM progress schedule.

Attention is directed to "Payments" of Section 5 of these special provisions.

The provisions in Section 8-1.04, "Progress Schedule," of the Standard Specifications shall not apply.

#### **DEFINITIONS**

The following definitions shall apply to this section:

- A. **ACTIVITY.**—A task, event or other project element on a schedule that contributes to completing the project. Activities have a description, start date, finish date, duration and one or more logic ties.
- B. **BASELINE SCHEDULE.**—The initial schedule representing the Contractor's work plan on the first working day of the project.
- C. **CONTRACT COMPLETION DATE.**—The current extended date for completion of the contract shown on the weekly statement of working days furnished by the Engineer in conformance with the provisions in Section 8-1.06, "Time of Completion," of the Standard Specifications.
- D. **CRITICAL PATH.**—The longest continuous chain of activities for the project that has the least amount of total float of all chains. In general, a delay on the critical path will extend the scheduled completion date.
- E. **CRITICAL PATH METHOD (CPM).**—A network based planning technique using activity durations and the relationships between activities to mathematically calculate a schedule for the entire project.
- F. **DATA DATE.**—The day after the date through which a schedule is current. Everything occurring earlier than the data date is "as-built" and everything on or after the data date is "planned."
- G. **EARLY COMPLETION TIME.**—The difference in time between an early scheduled completion date and the contract completion date.
- H. **FLOAT.**—The difference between the earliest and latest allowable start or finish times for an activity.
- I. **MILESTONE.**—An event activity that has zero duration and is typically used to represent the beginning or end of a certain stage of the project.
- J. **NARRATIVE REPORT.**—A document submitted with each schedule that discusses topics related to project progress and scheduling.
- K. **NEAR CRITICAL PATH.**—A chain of activities with total float exceeding that of the critical path but having no more than 10 working days of total float.
- L. **SCHEDULED COMPLETION DATE.**—The planned project finish date shown on the current accepted schedule.
- M. **STATE OWNED FLOAT ACTIVITY.**—The activity documenting time saved on the critical path by actions of the State. It is the last activity prior to the scheduled completion date.
- N. **TIME IMPACT ANALYSIS.**—A schedule and narrative report developed specifically to demonstrate what effect a proposed change or delay has on the current scheduled completion date.
- O. **TOTAL FLOAT.**—The amount of time that an activity or chain of activities can be delayed before extending the scheduled completion date.
- P. **UPDATE SCHEDULE.**—A current schedule developed from the baseline or subsequent schedule through regular monthly review to incorporate as-built progress and any planned changes.

#### **GENERAL REQUIREMENTS**

The Contractor shall submit to the Engineer baseline, monthly update and final update schedules, each consistent in all respects with the time and order of work requirements of the contract. The project work shall be executed in the sequence indicated on the current accepted schedule.

Schedules shall show the order in which the Contractor proposes to carry out the work with logical links between time-scaled work activities, and calculations made using the critical path method to determine the controlling operation or

operations. The Contractor is responsible for assuring that all activity sequences are logical and that each schedule shows a coordinated plan for complete performance of the work.

The Contractor shall produce schedules using computer software and shall furnish compatible software for the Engineer's exclusive possession and use. The Contractor shall furnish network diagrams, narrative reports, tabular reports and schedule data as parts of each schedule submittal.

Schedules shall include, but not be limited to, activities that show the following that are applicable to the project:

- A. Project characteristics, salient features, or interfaces, including those with outside entities, that could affect time of completion.
- B. Project start date, scheduled completion date and other milestones.
- C. Work performed by the Contractor, subcontractors and suppliers.
- D. Submittal development, delivery, review and approval, including those from the Contractor, subcontractors and suppliers.
- E. Procurement, delivery, installation and testing of materials, plants and equipment.
- F. Testing and settlement periods.
- G. Utility notification and relocation.
- H. Erection and removal of falsework and shoring.
- I. Major traffic stage switches.
- J. Finishing roadway and final cleanup.
- K. State-owned float as the predecessor activity to the scheduled completion date.

Schedules shall have not less than 50 and not more than 500 activities, unless otherwise authorized by the Engineer. The number of activities shall be sufficient to assure adequate planning of the project, to permit monitoring and evaluation of progress, and to do an analysis of time impacts.

Schedule activities shall include the following:

- A. A clear and legible description.
- B. Start and finish dates.
- C. A duration of not less than one working day, except for event activities, and not more than 20 working days, unless otherwise authorized by the Engineer.
- D. At least one predecessor and one successor activity, except for project start and finish milestones.
- E. Required constraints.
- F. Codes for responsibility, stage, work shifts, location and contract pay item numbers.

The Contractor may show early completion time on any schedule provided that the requirements of the contract are met. Early completion time shall be considered a resource for the exclusive use of the Contractor. The Contractor may increase early completion time by improving production, reallocating resources to be more efficient, performing sequential activities concurrently or by completing activities earlier than planned. The Contractor may also submit for approval a cost reduction incentive proposal in conformance with the provisions in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications that will reduce time of construction.

The Contractor may show a scheduled completion date that is later than the contract completion date on an update schedule, after the baseline schedule is accepted. The Contractor shall provide an explanation for a late scheduled completion date in the narrative report that is included with the schedule.

State-owned float shall be considered a resource for the exclusive use of the State. The Engineer may accrue State-owned float by the early completion of review of any type of required submittal when it saves time on the critical path. The Contractor shall prepare a time impact analysis, when requested by the Engineer, to determine the effect of the action in conformance with the provisions in "Time Impact Analysis" specified herein. The Engineer will document State-owned float by directing the Contractor to update the State-owned float activity on the next update schedule. The Contractor shall include a log of the action on the State-owned float activity and include a discussion of the action in the narrative report. The Engineer may use State-owned float to mitigate past, present or future State delays by offsetting potential time extensions for contract change orders.

The Engineer may adjust contract working days for ordered changes that affect the scheduled completion date, in conformance with the provisions in Section 4-1.03, "Changes," of the Standard Specifications. The Contractor shall prepare a time impact analysis to determine the effect of the change in conformance with the provisions in "Time Impact Analysis" specified herein, and shall include the impacts acceptable to the Engineer in the next update schedule. Changes that do not affect the controlling operation on the critical path will not be considered as the basis for a time adjustment. Changes that do affect the controlling operation on the critical path will be considered by the Engineer in decreasing time or granting an extension of time for completion of the contract. Time extensions will only be granted if the total float is absorbed and the scheduled completion date is delayed one or more working days because of the ordered change.

The Engineer's review and acceptance of schedules shall not waive any contract requirements and shall not relieve the Contractor of any obligation thereunder or responsibility for submitting complete and accurate information. Schedules that are rejected shall be corrected by the Contractor and resubmitted to the Engineer within 5 working days of notification by the Engineer, at which time a new review period of one week will begin.

Errors or omissions on schedules shall not relieve the Contractor from finishing all work within the time limit specified for completion of the contract. If, after a schedule has been accepted by the Engineer, either the Contractor or the Engineer discover that any aspect of the schedule has an error or omission, it shall be corrected by the Contractor on the next update schedule.

### **COMPUTER SOFTWARE**

The Contractor shall submit to the Engineer for approval a description of proposed software before delivery. The software shall be the current version of Primavera SureTrak Project Manager for Windows, or equal, and shall be compatible with Windows NT (version 4.0) operating system. If software other than SureTrak is proposed, it shall be capable of generating files that can be imported into SureTrak.

The Contractor shall furnish schedule software and all original software instruction manuals to the Engineer with submittal of the baseline schedule. The furnished schedule software shall become the property of the State and will not be returned to the Contractor. The State will compensate the Contractor in conformance with the provisions in Section 4-1.03, "Extra Work," of the Standard Specifications for replacement of software which is damaged, lost or stolen after delivery to the Engineer.

The Contractor shall instruct the Engineer in the use of the software and provide software support until the contract is accepted. Within 30 calendar days of contract approval, the Contractor shall provide a commercial 8-hour training session for 2 Department employees in the use of the software at a location acceptable to the Engineer. It is recommended that the Contractor also send at least 2 employees to the same training session to facilitate development of similar knowledge and skills in the use of the software. If software other than SureTrak is furnished, then the training session shall be a total of 16-hours for each Department employee.

### **NETWORK DIAGRAMS, REPORTS AND DATA**

The Contractor shall include the following for each schedule submittal:

- A. Two sets of originally plotted, time-scaled network diagrams.
- B. Two copies of a narrative report.
- C. Two copies of each of 3 sorts of the CPM software-generated tabular reports.
- D. One 1.44-megabyte 90 mm (3.5 inch) floppy diskette containing the schedule data.

The time-scaled network diagrams shall conform to the following:

- A. Show a continuous flow of information from left to right.
- B. Be based on early start and early finish dates of activities.
- C. Clearly show the primary paths of criticality using graphical presentation.
- D. Be prepared on E-size sheets, 860 mm x 1120 mm (34 inch x 44 inch).
- E. Include a title block and a timeline on each page.

The narrative report shall be organized in the following sequence with all applicable documents included:

- A. Contractor's transmittal letter.
- B. Work completed during the period.
- C. Identification of unusual conditions or restrictions regarding labor, equipment or material; including multiple shifts, 6-day work weeks, specified overtime or work at times other than regular days or hours.
- D. Description of the current critical path.
- E. Changes to the critical path and scheduled completion date since the last schedule submittal.
- F. Description of problem areas.
- G. Current and anticipated delays:
  - 1. Cause of delay.
  - 2. Impact of delay on other activities, milestones and completion dates.
  - 3. Corrective action and schedule adjustments to correct the delay.

H. Pending items and status thereof:

1. Permits
2. Change orders
3. Time adjustments
4. Non-compliance notices

I. Reasons for an early or late scheduled completion date in comparison to the contract completion date.

Tabular reports shall be software-generated and provide information for each activity included in the project schedule. Three different reports shall be sorted by (1) activity number, (2) early start and (3) total float. Tabular reports shall be 215 mm x 280 mm (8 1/2 inch x 11 inch) in size and shall include, as a minimum, the following applicable information:

- A. Data date
- B. Activity number and description
- C. Predecessor and successor activity numbers and descriptions
- D. Activity codes
- E. Scheduled, or actual and remaining durations (work days) for each activity
- F. Earliest start (calendar) date
- G. Earliest finish (calendar) date
- H. Actual start (calendar) date
- I. Actual finish (calendar) date
- J. Latest start (calendar) date
- K. Latest finish (calendar) date
- L. Free float (work days)
- M. Total float (work days)
- N. Percentage of activity complete and remaining duration for incomplete activities.
- O. Lags
- P. Required constraints

Schedule submittals will only be considered complete when all documents and data have been provided as described above.

#### **PRE-CONSTRUCTION SCHEDULING CONFERENCE**

The Contractor shall schedule and the Engineer will conduct a pre-construction scheduling conference with the Contractor's project manager and construction scheduler within 10 calendar days of the approval of the contract. At this meeting the Engineer will review the requirements of this section of the special provisions with the Contractor.

The Contractor shall submit a general time-scaled logic diagram displaying the major activities and sequence of planned operations and shall be prepared to discuss the proposed work plan and schedule methodology that comply with the requirements of these special provisions. If the Contractor proposes deviations to the construction staging of the project, then the general time-scaled logic diagram shall also display the deviations and resulting time impacts. The Contractor shall be prepared to discuss the proposal.

At this meeting, the Contractor shall additionally submit the alphanumeric coding structure and the activity identification system for labeling the work activities. To easily identify relationships, each activity description shall indicate its associated scope or location of work by including such terms as quantity of material, type of work, bridge number, station to station location, side of highway (such as left, right, northbound, southbound), lane number, shoulder, ramp name, ramp line descriptor or mainline.

The Engineer will review the logic diagram, coding structure, and activity identification system, and provide any required baseline schedule changes to the Contractor for implementation.

#### **BASELINE SCHEDULE**

Beginning the week following the pre-construction scheduling conference, the Contractor shall meet with the Engineer weekly until the baseline schedule is accepted by the Engineer to discuss schedule development and resolve schedule issues.

The Contractor shall submit to the Engineer a baseline schedule within 20 calendar days of approval of the contract. The Contractor shall allow 3 weeks for the Engineer's review after the baseline schedule and all support data are submitted. In addition, the baseline schedule submittal will not be considered complete until the computer software is delivered and installed for use in review of the schedule.

The baseline schedule shall include the entire scope of work and how the Contractor plans to complete all work contemplated. The baseline schedule shall show the activities that define the critical path. Multiple critical paths and near-critical paths shall be kept to a minimum. A total of not more than 50 percent of the baseline schedule activities shall be critical or near critical, unless otherwise authorized by the Engineer.

The baseline schedule shall not extend beyond the number of working days specified in these special provisions. The baseline schedule shall have a data date of the first working day of the contract and not include any completed work to date. The baseline schedule shall not attribute negative float or negative lag to any activity.

If the Contractor submits an early completion baseline schedule that shows contract completion in less than 85 percent of the working days specified in these special provisions, the baseline schedule shall be supplemented with resource allocations for every task activity and include time-scaled resource histograms. The resource allocations shall be shown to a level of detail that facilitates report generation based on labor crafts and equipment classes for the Contractor and subcontractors. The Contractor shall use average composite crews to display the labor loading of on-site construction activities. The Contractor shall optimize and level labor to reflect a reasonable plan for accomplishing the work of the contract and to assure that resources are not duplicated in concurrent activities. The time-scaled resource histograms shall show labor crafts and equipment classes to be utilized on the contract. The Engineer may review the baseline schedule activity resource allocations using Means Productivity Standards or equivalent to determine if the schedule is practicable.

### **UPDATE SCHEDULE**

The Contractor shall submit an update schedule and meet with the Engineer to review contract progress, on or before the first day of each month, beginning one month after the baseline schedule is accepted. The Contractor shall allow 2 weeks for the Engineer's review after the update schedule and all support data are submitted, except that the review period shall not start until the previous month's required schedule is accepted. Update schedules that are not accepted or rejected within the review period will be considered accepted by the Engineer.

The update schedule shall have a data date of the twenty-first day of the month or other date established by the Engineer. The update schedule shall show the status of work actually completed to date and the work yet to be performed as planned. Actual activity start dates, percent complete and finish dates shall be shown as applicable. Durations for work that has been completed shall be shown on the update schedule as the work actually occurred, including Engineer submittal review and Contractor resubmittal times.

The Contractor may include modifications such as adding or deleting activities or changing activity constraints, durations or logic that do not (1) alter the critical path(s) or near critical path(s) or (2) extend the scheduled completion date compared to that shown on the current accepted schedule. The Contractor shall state in writing the reasons for any changes to planned work. If any proposed changes in planned work will result in (1) or (2) above, then the Contractor shall submit a time impact analysis as described herein.

### **TIME IMPACT ANALYSIS**

The Contractor shall submit a written time impact analysis (TIA) to the Engineer with each request for adjustment of contract time, or when the Contractor or Engineer consider that an approved or anticipated change may impact the critical path or contract progress.

The TIA shall illustrate the impacts of each change or delay on the current scheduled completion date or internal milestone, as appropriate. The analysis shall use the accepted schedule that has a data date closest to and prior to the event. If the Engineer determines that the accepted schedule used does not appropriately represent the conditions prior to the event, the accepted schedule shall be updated to the day before the event being analyzed. The TIA shall include an impact schedule developed from incorporating the event into the accepted schedule by adding or deleting activities, or by changing durations or logic of existing activities. If the impact schedule shows that incorporating the event modifies the critical path and scheduled completion date of the accepted schedule, the difference between scheduled completion dates of the two schedules shall be equal to the adjustment of contract time. The Engineer may construct and utilize an appropriate project schedule or other recognized method to determine adjustments in contract time until the Contractor provides the TIA.

The Contractor shall submit a TIA in duplicate within 15 working days of receiving a written request for a TIA from the Engineer. The Contractor shall allow the Engineer 2 weeks after receipt to approve or reject the submitted TIA. All approved TIA schedule changes shall be shown on the next update schedule.

If a TIA submitted by the Contractor is rejected by the Engineer, the Contractor shall meet with the Engineer to discuss and resolve issues related to the TIA. If agreement is not reached, the Contractor will be allowed 15 days from the meeting with the Engineer to give notice in conformance with the provisions in Section 9-1.04, "Notice of Potential Claim," of the Standard Specifications. The Contractor shall only show actual as-built work, not unapproved changes related to the TIA, in subsequent update schedules. If agreement is reached at a later date, approved TIA schedule changes shall be shown on the next update schedule. The Engineer will withhold remaining payment on the schedule contract item if a TIA is requested by the Engineer and not submitted by the Contractor within 15 working days. The schedule item payment will resume on the next estimate after the requested TIA is submitted. No other contract payment will be retained regarding TIA submittals.

## **FINAL UPDATE SCHEDULE**

The Contractor shall submit a final update, as-built schedule with actual start and finish dates for the activities, within 30 days after completion of contract work. The Contractor shall provide a written certificate with this submittal signed by the Contractor's project manager and an officer of the company stating, "To my knowledge and belief, the enclosed final update schedule reflects the actual start and finish dates of the actual activities for the project contained herein." An officer of the company may delegate in writing the authority to sign the certificate to a responsible manager.

## **RETENTION**

The Department will retain an amount equal to 25 percent of the estimated value of the work performed during each estimate period in which the Contractor fails to submit an acceptable schedule conforming to the requirements of these special provisions as determined by the Engineer. Schedule retentions will be released for payment on the next monthly estimate for partial payment following the date that acceptable schedules are submitted to the Engineer or as otherwise specified herein. Upon completion of all contract work and submittal of the final update schedule and certification, any remaining retained funds associated with this section, "Progress Schedule (Critical Path Method)", will be released for payment. Retentions held in conformance with this section shall be in addition to other retentions provided for in the contract. No interest will be due the Contractor on retention amounts.

## **PAYMENT**

Progress schedule (critical path method) will be paid for at a lump sum price. The contract lump sum price paid for progress schedule (critical path method) shall include full compensation for furnishing all labor, material, tools, equipment, and incidentals, including computer software, and for doing all the work involved in preparing, furnishing, and updating schedules, and instructing and assisting the Engineer in the use of computer software, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Payments for the progress schedule (critical path method) contract item will be made progressively as follows:

- A. A total of 25 percent of the item amount or a total of 25 percent of the amount listed for progress schedule (critical path method) in "Payments" of Section 5 of these special provisions, whichever is less, will be paid upon achieving all of the following:
  1. Completion of 5 percent of all contract item work.
  2. Acceptance of all schedules and TIAs required to the time when 5 percent of all contract item work is complete.
  3. Delivery of schedule software to the Engineer.
  4. Completion of required schedule software training.
- B. A total of 50 percent of the item amount or a total of 50 percent of the amount listed for progress schedule (critical path method) in "Payments" of Section 5 of these special provisions, whichever is less, will be paid upon completion of 25 percent of all contract item work and acceptance of all schedules and TIAs required to the time when 25 percent of all contract item work is complete.
- C. A total of 75 percent of the item amount or a total of 75 percent of the amount listed for progress schedule (critical path method) in "Payments" of Section 5 of these special provisions, whichever is less, will be paid upon completion of 50 percent of all contract item work and acceptance of all schedules and TIAs required to the time when 50 percent of all contract item work is complete.
- D. A total of 100 percent of the item amount or a total of 100 percent of the amount listed for progress schedule (critical path method) in "Payments" of Section 5 of these special provisions, whichever is less, will be paid upon completion of all contract item work, acceptance of all schedules and TIAs required to the time when all contract item work is complete, and submittal of the certified final update schedule.

If the Contractor fails to complete any of the work or provide any of the schedules required by this section, the Engineer shall make an adjustment in compensation in conformance with the provisions in Section 4-1.03C, "Changes in Character of Work," of the Standard Specifications for the work not performed. Adjustments in compensation for schedules will not be made for any increased or decreased work ordered by the Engineer in furnishing schedules.

## **10-1.12 TIME-RELATED OVERHEAD**

The Contractor will be compensated for time-related overhead as described below and in conformance with "Force Account Payment" of these special provisions. The Contractor will not be compensated for time-related overhead for delays to the controlling operations caused by the Engineer that occur prior to the first working day, but will be compensated for actual overhead costs incurred, as determined by an independent Certified Public Accountant audit examination and report.

Attention is directed to "Beginning of Work, Time of Completion and Liquidated Damages," "Force Account Payment," and "Progress Schedule (Critical Path Method)" of these special provisions.

The provisions in Section 9-1.08, "Adjustment of Overhead Costs," of the Standard Specifications shall not apply.

Time-related overhead shall consist of those overhead costs, including field and home office overhead, that are in proportion to the time required to complete the work. Time-related overhead shall not include costs that are not related to time, including but not limited to, mobilization, licenses, permits, and other charges incurred only once during the contract. Time-related overhead shall not apply to subcontractors of any tier, suppliers, fabricators, manufacturers, or other parties associated with the Contractor.

Field office overhead expenses include time-related costs associated with the normal and recurring operations of the construction project, and shall not include costs directly attributable to the work of the contract. Time-related costs of field office overhead include, but are not limited to, salaries, benefits, and equipment costs of project managers, general superintendents, field office managers and other field office staff assigned to the project, and rent, utilities, maintenance, security, supplies, and equipment costs of the project field office.

Home office overhead or general and administrative expenses refer to the fixed costs of operating the Contractor's business. These costs include, but are not limited to, general administration, insurance, personnel and subcontract administration, purchasing, accounting, and project engineering and estimating. Home office overhead costs shall exclude expenses specifically related to other contracts or other businesses of the Contractor, equipment coordination, material deliveries, and consultant and legal fees.

The quantity of time-related overhead associated with a reduction in contract time for cost reduction incentive proposals accepted and executed in conformance with the provisions in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications shall be considered a construction cost attributable to the resultant estimated net savings due to the cost reduction incentive.

If the final increased quantity of time-related overhead exceeds 149 percent of the number of working days specified in the Engineer's Estimate, the Contractor shall, within 60 days of the Engineer's written request, submit to the Engineer an audit examination and report performed by an independent Certified Public Accountant of the Contractor's actual overhead costs. The audit examination and report shall depict the Contractor's project and company-wide financial records and shall specify the actual overall average daily rates for both field and home office overhead for the entire duration of the project, and whether the costs have been properly allocated. The rates of field and home office overhead shall exclude unallowable costs as determined in the Federal Acquisition Regulations, 48 CFR, Chapter 1, Part 31.

Independent Certified Public Accountant's audit examinations shall be performed in conformance with the requirements of the American Institute of Certified Public Accountants Attestation Standards. Audit examinations and reports shall determine if the rates of field office overhead and home office overhead are:

- A. Allowable in conformance with the requirements of the Federal Acquisition Regulations, 48 CFR, Chapter 1, Part 31.
- B. Adequately supported by reliable documentation.
- C. Related solely to the project under examination.

Within 20 days of receipt of the Engineer's written request, the Contractor shall make its financial records available for audit by the State for the purpose of verifying the actual rate of time-related overhead specified in the audit submitted by the Contractor. The actual rate of time-related overhead specified in the audit, submitted by the Contractor, will be subject to approval by the Engineer.

If the Engineer requests the independent Certified Public Accountant audit, or if it is requested in writing by the Contractor, the contract item payment rate for time-related overhead, in excess of 149 percent of the number of working days specified in the Engineer's Estimate, will be adjusted to reflect the actual rate.

The cost of performing an independent Certified Public Accountant audit examination and submitting the report, requested by the Engineer, will be borne equally by the State and the Contractor. The division of the cost will be made by determining the cost of providing an audit examination and report in conformance with the provisions of Section 9-1.03B, "Work Performed by Special Forces or Other Special Services," of the Standard Specifications, and paying to the Contractor one-half of that cost. The cost of performing an audit examination and submitting the independent Certified Public Accountant audit report for overhead claims other than for the purpose of verifying the actual rate of time-related overhead shall be entirely borne by the Contractor. The cost of performing an audit examination and submitting the independent Certified Public Accountant audit report to verify actual overhead costs incurred prior to the first working day shall be entirely borne by the Contractor.

The quantity of time-related overhead to be paid will be measured by the working day, designated in the Engineer's Estimate as WDAY. The estimated number of working days is the number of working days, excluding days for plant establishment, as specified in "Beginning of Work, Time of Completion and Liquidated Damages" of these special provisions. The quantity of time-related overhead will be increased or decreased only as a result of suspensions or

adjustments of contract time which revise the current contract completion date, and which satisfy any of the following criteria:

- A. Suspensions of work ordered in conformance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications, except:
  - 1. Suspensions ordered due to weather conditions being unfavorable for the suitable prosecution of the controlling operation or operations.
  - 2. Suspensions ordered due to the failure on the part of the Contractor to carry out orders given, or to perform the provisions of the contract.
  - 3. Suspensions ordered due to factors beyond the control of and not caused by the State or the Contractor, for which the Contractor is granted extensions of time in conformance with the provisions of the third paragraph of Section 8-1.07, "Liquidated Damages," of the Standard Specifications.
  - 4. Other suspensions that mutually benefit the State and the Contractor.
- B. Extensions of contract time granted by the State in conformance with the provisions in the fifth paragraph in Section 8-1.07, "Liquidated Damages," of the Standard Specifications and set forth in approved contract change orders, in conformance with the provisions in Section 4-1.03, "Changes," of the Standard Specifications.
- C. Reductions in contract time set forth in approved contract change orders, in conformance with the provisions in Section 4-1.03, "Changes," of the Standard Specifications.

In the event an early completion progress schedule, as defined in "Progress Schedule (Critical Path Method)" of these special provisions, is submitted by the Contractor and approved by the Engineer, the amount of time-related overhead eligible for payment will be based on the total number of working days for the project, in conformance with the provisions in "Beginning of Work, Time of Completion and Liquidated Damages" of these special provisions, rather than the Contractor's early completion progress schedule.

The contract price paid per working day for time-related overhead shall include full compensation for time-related overhead, including the Contractor's share of costs of the independent Certified Public Accountant audit of overhead costs requested by the Engineer, as specified in these special provisions, and as directed by the Engineer.

The provisions in Sections 4-1.03B, "Increased or Decreased Quantities," and 4-1.03C, "Changes in Character of the Work," of the Standard Specifications shall not apply to the contract item of time-related overhead.

Full compensation for additional overhead costs incurred during days of inclement weather when the contract work is extended into additional construction seasons due to delays caused by the State shall be considered as included in the time-related overhead paid during the contract working days, and no additional compensation will be allowed therefor.

Full compensation for additional overhead costs involved in performing additional contract item work that is not a controlling operation shall be considered as included in the contract items of work involved and no additional compensation will be allowed therefor.

Full compensation for overhead, other than time-related overhead measured and paid for as specified above, and other than overhead costs included in the markups specified in "Force Account Payment" of these special provisions, shall be considered as included in the various items of work and no additional compensation will be allowed therefor.

Overhead costs incurred by subcontractors of any tier, suppliers, fabricators, manufacturers, and other parties associated with the Contractor shall be considered as included in the various items of work and as specified in Section 9-1.03, "Force Account Payment," of the Standard Specifications.

For the purpose of making partial payments pursuant to the provisions in Section 9-1.06, "Partial Payments," of the Standard Specifications, the number of working days to be paid for time-related overhead in each monthly partial payment will be the number of working days, specified above to be measured for payment that occurred during that monthly estimate period, including compensable suspensions and right of way delays. Working days granted by contract change order due to extra work or changes in character of the work, will be paid for upon completion of the contract. The amount earned per working day for time-related overhead shall be the lesser of the following amounts:

- A. The contract item price.
- B. Twenty percent of the original total contract amount divided by the number of working days specified in "Beginning of Work, Time of Completion and Liquidated Damages," of these special provisions.

After acceptance of the contract in conformance with the provisions in Section 7-1.17, "Acceptance of Contract," of the Standard Specifications, the amount of the total contract item price for time-related overhead not yet paid, will be included for payment in the first estimate made after acceptance of the contract in conformance with the provisions in Section 9-1.07, "Payment After Acceptance," of the Standard Specifications.

**10-1.13 OBSTRUCTIONS**

Attention is directed to Section 8-1.10, "Utility and Non-Highway Facilities," and Section 15, "Existing Highway Facilities," of the Standard Specifications and these special provisions.

The Contractor shall notify the Engineer and the appropriate regional notification center for operators of subsurface installations at least 2 working days, but not more than 14 calendar days, prior to performing any excavation or other work close to any underground pipeline, conduit, duct, wire or other structure. Regional notification centers include, but are not limited to, the following:

Notification Center	Telephone Number
Underground Service Alert-Northern California (USA)	1-800-642-2444 1-800-227-2600
Underground Service Alert-Southern California (USA)	1-800-422-4133 1-800-227-2600

It is anticipated that the following utility facilities will be relocated prior to the dates shown:

Utility	Location	Date
PG&E (Electric)	Project Limits	July 1, 2006
SBC	Project Limits	August 1, 2006
Comcast	Project limits	August 1, 2006

In the event that the utility facilities mentioned above are not removed or relocated by the date specified and, if in the opinion of the Engineer, the Contractor's operations are delayed or interfered with by reason of the utility facilities not being removed or relocated by the date specified, the State will compensate the Contractor for the delays to the extent provided in Section 8-1.09, "Right of Way Delays," of the Standard Specifications, and not otherwise, except as provided in Section 8-1.10, "Utility and Non-Highway Facilities," of the Standard Specifications.

**10-1.14 MOBILIZATION**

Mobilization shall conform to the provisions in Section 11, "Mobilization," of the Standard Specifications.

**10-1.15 CONSTRUCTION AREA TRAFFIC CONTROL DEVICES**

Flagging, signs, and temporary traffic control devices furnished, installed, maintained, and removed when no longer required shall conform to the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Category 1 temporary traffic control devices are defined as small and lightweight (less than 45 kg) devices. These devices shall be certified as crashworthy by crash testing, crash testing of similar devices, or years of demonstrable safe performance. Category 1 temporary traffic control devices include traffic cones, plastic drums, portable delineators, and channelizers.

If requested by the Engineer, the Contractor shall provide written self-certification for crashworthiness of Category 1 temporary traffic control devices at least 5 days before beginning any work using the devices or within 2 days after the request if the devices are already in use. Self-certification shall be provided by the manufacturer or Contractor and shall include the following:

- A. Date,
- B. Federal Aid number (if applicable),
- C. Contract number, district, county, route and kilometer post of project limits,
- D. Company name of certifying vendor, street address, city, state and zip code,
- E. Printed name, signature and title of certifying person; and
- F. Category 1 temporary traffic control devices that will be used on the project.

The Contractor may obtain a standard form for self-certification from the Engineer.

Category 2 temporary traffic control devices are defined as small and lightweight (less than 45 kg) devices that are not expected to produce significant vehicular velocity change, but may cause potential harm to impacting vehicles. Category 2 temporary traffic control devices include barricades and portable sign supports.

Category 2 temporary traffic control devices shall be on the Federal Highway Administration's (FHWA) list of Acceptable Crashworthy Category 2 Hardware for Work Zones. This list is maintained by FHWA and can be located at:

[http://safety.fhwa.dot.gov/roadway\\_dept/road\\_hardware/listing.cfm?code=workzone](http://safety.fhwa.dot.gov/roadway_dept/road_hardware/listing.cfm?code=workzone)

The Department also maintains this list at:

<http://www.dot.ca.gov/hq/traffops/signtech/signdel/pdf/Category2.pdf>

Category 2 temporary traffic control devices that have not received FHWA acceptance shall not be used. Category 2 temporary traffic control devices in use that have received FHWA acceptance shall be labeled with the FHWA acceptance letter number and the name of the manufacturer. The label shall be readable and permanently affixed by the manufacturer. Category 2 temporary traffic control devices without a label shall not be used.

If requested by the Engineer, the Contractor shall provide a written list of Category 2 temporary traffic control devices to be used on the project at least 5 days before beginning any work using the devices or within 2 days after the request if the devices are already in use.

Category 3 temporary traffic control devices consist of temporary traffic-handling equipment and devices that weigh 45 kg or more and are expected to produce significant vehicular velocity change to impacting vehicles. Temporary traffic-handling equipment and devices include crash cushions, truck-mounted attenuators, temporary railing, temporary barrier, and end treatments for temporary railing and barrier.

Type III barricades may be used as sign supports if the barricades have been successfully crash tested, meeting the NCHRP Report 350 criteria, as one unit with a construction area sign attached.

Category 3 temporary traffic control devices shall be shown on the plans or on the Department's Highway Safety Features list. This list is maintained by the Division of Engineering Services and can be found at:

[http://www.dot.ca.gov/hq/esc/approved\\_products\\_list/HighwaySafe.htm](http://www.dot.ca.gov/hq/esc/approved_products_list/HighwaySafe.htm)

Category 3 temporary traffic control devices that are not shown on the plans or not listed on the Department's Highway Safety Features list shall not be used.

Full compensation for providing self-certification for crashworthiness of Category 1 temporary traffic control devices and for providing a list of Category 2 temporary traffic control devices used on the project shall be considered as included in the prices paid for the various items of work requiring the use of the Category 1 or Category 2 temporary traffic control devices and no additional compensation will be allowed therefor.

#### 10-1.16 CONSTRUCTION AREA SIGNS

Construction area signs for temporary traffic control shall be furnished, installed, maintained, and removed when no longer required in conformance with the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Attention is directed to "Furnish Sign" of these special provisions.

Attention is directed to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. Type II retroreflective sheeting shall not be used on construction area sign panels. Type III, IV, VII, VIII, or IX retroreflective sheeting shall be used for stationary mounted construction area sign panels.

Attention is directed to "Construction Project Information Signs" of these special provisions regarding the number and type of construction project information signs to be furnished, erected, maintained, and removed and disposed of.

Unless otherwise shown on the plans or specified in these special provisions, the color of construction area warning and guide signs shall have black legend and border on orange background, except W10-1 or W47(CA) (Highway-Rail Grade Crossing Advance Warning) sign shall have black legend and border on yellow background.

Repair to construction area sign panels will not be allowed, except when approved by the Engineer. At nighttime under vehicular headlight illumination, sign panels that exhibit irregular luminance, shadowing or dark blotches shall be immediately replaced at the Contractor's expense.

The Contractor shall notify the appropriate regional notification center for operators of subsurface installations at least 2 working days, but not more than 14 calendar days, prior to commencing excavation for construction area sign posts. The regional notification centers include, but are not limited to, the following:

Notification Center	Telephone Number
Underground Service Alert-Northern California (USA)	(800) 642-2444 (800) 227-2600
Underground Service Alert-Southern California (USA)	(800) 422-4133

Excavations required to install construction area signs shall be performed by hand methods without the use of power equipment, except that power equipment may be used if it is determined there are no utility facilities in the area of the

proposed post holes. The post hole diameter, if backfilled with portland cement concrete, shall be at least 100 mm greater than the longer dimension of the post cross-section.

Construction area signs placed within 4.6 m from the edge of the travel way shall be mounted on stationary mounted sign supports as specified in "Construction Area Traffic Control Devices" of these special provisions.

The Contractor shall maintain accurate information on construction area signs. Signs that are no longer required shall be immediately covered or removed. Signs that convey inaccurate information shall be immediately replaced or the information shall be corrected. Covers shall be replaced when they no longer cover the signs properly. The Contractor shall immediately restore to the original position and location any sign that is displaced or overturned, from any cause, during the progress of work.

Existing roadside signs relocated or reset for stage construction use, as shown on the traffic handling plans, shall become construction area signs after initial relocation. Full compensation for subsequent relocations, resettlements or ultimate removal shall be considered as included in the contract lump sum price paid for construction area signs and no separate payment will be made therefor.

#### **10-1.17 MAINTAINING TRAFFIC**

Attention is directed to Sections 7-1.08, "Public Convenience," 7-1.09, "Public Safety," and 12, "Construction Area Traffic Control Devices," of the Standard Specifications and to the provisions in "Public Safety" and "Portable Changeable Message Sign," of these special provisions and these special provisions. Nothing in these special provisions shall be construed as relieving the Contractor from the responsibilities specified in Section 7-1.09.

Lane and shoulder closures shall conform to the provisions in section "Traffic Control System for Lane Closure" of these special provisions.

Personal vehicles of the Contractor's employees shall not be parked on the traveled way or shoulders including any section closed to public traffic.

The Contractor shall notify local authorities of the Contractor's intent to begin work at least 5 days before work is begun. The Contractor shall cooperate with local authorities relative to handling traffic through the area and shall make arrangements relative to keeping the working area clear of parked vehicles.

A portable changeable message sign shall be placed for each lane, or shoulder closure, in advance of the first warning sign, or as directed by the Engineer. Closures on two-lane two-way roadways shall require a portable changeable message sign to be placed in advance of the first warning sign in each direction of travel.

Whenever work vehicles or equipment are parked on the shoulder within 1.8 m of a traffic lane, the shoulder area shall be closed with fluorescent orange traffic cones or portable delineators placed on a taper in advance of the parked vehicles or equipment and along the edge of the pavement at 7.5-meter intervals to a point not less than 7.5 m past the last vehicle or piece of equipment. A minimum of 9 traffic cones or portable delineators shall be used for the taper. A W20-1 (ROAD WORK AHEAD) or W21-5b (RIGHT/LEFT SHOULDER CLOSED AHEAD) or C24(CA) (SHOULDER WORK AHEAD) sign shall be mounted on a portable sign stand with flags. The sign shall be placed where designated by the Engineer. The sign shall be a minimum of 1200 mm x 1200 mm in size. The Contractor shall immediately restore to the original position and location a traffic cone or delineator that is displaced or overturned, during the progress of work.

A minimum of one paved traffic lane, not less than 3.4 m wide, shall be open for use by public traffic.

Except as noted herein, during construction operations, intermittent road closures will be allowed for periods not to exceed 10 minutes. After each closure, accumulated traffic shall pass through the work before another closure is made. When traffic is under one-way traffic control, delays to public traffic shall not exceed a total of 20 minutes.

During blasting operations, full road closures will be allowed for periods not to exceed 30 minutes. Should a misfire occur, additional time will be allowed for a licensed blaster to safely detect and clear any misfired charges. After each closure, accumulated traffic shall pass through the work before another closure is made. Full closures for the purposes of blasting will be allowed only between the hours of 11:30 am to 1:30 pm, Monday through Friday.

The Contractor shall perform each individual blasting operations, including placing of all explosives, required warnings, blasting, all-clear signals, and cleaning of any resulting debris, within the allowed 30 minute full closure window, on the days and during the times allowed herein. Loading operations may be performed prior to beginning the 30 minute full closure, if the Contractor obtains an approved exception (i.e., alternative safety plan) as described in Section 1567 "Explosives, Loading Machines, and Methods," of the California Division of Occupational Safety and Health Construction Safety Orders.

Except as noted herein, lanes shall be closed only during the hours shown on the charts included in this section "Maintaining Traffic." Except work required under Sections 7-1.08 and 7-1.09, work that interferes with public traffic shall be performed only during the hours shown for lane closures.

No lane closures, shoulder closures, or other traffic restrictions will be allowed during the annual "Hot August Nights" week celebrations that will occur in the Reno, Nevada area during the life of this contract. The Contractor shall keep all traffic lanes open for use by public traffic on the preceding Thursday, Friday and Saturday and during the week of this celebration. No lane closures will be allowed in the westbound direction on the Monday following the celebration. Should

this requirement delay the controlling operation as specified in Section 8-1.06, "Time of Completion," of the Standard Specifications, the days will be considered a non-working day, except as otherwise noted within these special provisions.

Except as noted herein, the full width of the traveled way shall be open when construction operations are not actively in progress.

Designated legal holidays are: January 1st, the third Monday in February, the last Monday in May, July 4th, the first Monday in September, November 11th, Thanksgiving Day, and December 25th. When a designated legal holiday falls on a Sunday, the following Monday shall be a designated legal holiday. When November 11th falls on a Saturday, the preceding Friday shall be a designated legal holiday. When a designated legal holiday falls on a Monday, the full width of the traveled way shall be open for use by public traffic on the preceding Friday, Saturday, and Sunday, and the following Tuesday.

Minor deviations from the requirements of this section concerning hours of work which do not significantly change the cost of the work may be permitted upon the written request of the Contractor if, in the opinion of the Engineer, public traffic will be better served and the work expedited. These deviations shall not be adopted by the Contractor until the Engineer has approved the deviations in writing. Other modifications will be made by contract change order.

<b>Chart No. 1</b>																									
<b>Two-Lane Conventional Highway Lane Requirements</b>																									
Direction: Eastbound/Westbound Location: 03-Yub,Nev-20-KP 34.6/34.9, 0.0/R6.6 (PM 21.5/21.7, 0.0/R4.1)																									
FROM HOUR TO HOUR	a.m.												p.m.												
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	R	R	R	R	R	R	R	R	R	R	R	R	F	F	R	R	R	R	R	R	R	R	R	R	R
Fridays	R	R	R	R	R	R	R	R	R	R	R	R	F	F	R	R	R	R	R	R	R	R	R	R	R
Saturdays																									
Sundays																									
Day before designated legal holiday and designated legal holidays																									
Legend:																									
R A minimum of one paved traffic lane, not less than 3.4 m wide, shall be open for use by public traffic. (Reversible Control).																									
F Full Closure, as described in these special provisions, for a maximum duration of 30 minutes per closure. Any accumulated traffic shall clear prior to the next 30 minute closure. (Rolling Closure)																									
No closure allowed.																									
REMARKS: Full Closure allowed for the purposes of blasting only.																									

**10-1.18 CLOSURE REQUIREMENTS AND CONDITIONS**

Lane closures shall conform to the provisions in "Maintaining Traffic" of these special provisions and these special provisions.

The term closure, as used herein, is defined as the closure of a traffic lane or lanes within a single traffic control system.

**CLOSURE SCHEDULE**

By noon Monday, the Contractor shall submit a written schedule of planned closures for the following week period, defined as Friday noon through the following Friday noon. Closures involving work (temporary barrier placement and paving operations) that will reduce horizontal clearances, traveled way inclusive of shoulders, to 2 lanes or less shall be submitted not less than 18 working days and no more than 90 working days before the anticipated start of operation. Closures involving work (pavement overlay, overhead sign installation, falsework and girder erection) that will reduce the vertical clearances available to the public, shall be submitted not less than 18 working days and no more than 90 working days before the anticipated start of operation.

The Closure Schedule shall show the locations and times when the proposed closures are to be in effect. The Contractor shall use the Closure Schedule request forms furnished by the Engineer. Closure Schedules submitted to the Engineer with

incomplete, unintelligible or inaccurate information will be returned for correction and resubmittal. The Contractor will be notified of disapproved closures or closures that require coordination with other parties as a condition of approval.

Amendments to the Closure Schedule, including adding additional closures, shall be submitted to the Engineer, in writing, at least 3 working days in advance of a planned closure. Approval of amendments to the Closure Schedule will be at the discretion of the Engineer.

The Contractor shall confirm, in writing, scheduled closures by no later than 8:00 a.m. 3 working days prior to the date on which the closure is to be made. Approval or denial of scheduled closures will be made no later than 4:00 p.m. 2 working days prior to the date on which the closure is to be made. Closures not confirmed or approved will not be allowed.

Confirmed closures that are cancelled due to unsuitable weather may be rescheduled at the discretion of the Engineer for the following working day.

### **CONTINGENCY PLAN**

The Contractor shall prepare a contingency plan for reopening closures to public traffic. The Contractor shall submit the contingency plan for a given operation to the Engineer within one working day of the Engineer's request.

### **LATE REOPENING OF CLOSURES**

If a closure is not reopened to public traffic by the specified time, work shall be suspended in conformance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications. The Contractor shall not make further closures until the Engineer has accepted a work plan, submitted by the Contractor, that will insure that future closures will be reopened to public traffic at the specified time. The Engineer will have 2 working days to accept or reject the Contractor's proposed work plan. The Contractor will not be entitled to compensation for the suspension of work resulting from the late reopening of closures.

During any late opening of a full closure for the purposes of blasting, for each 10-minute interval, or fraction thereof past the 30 minute time specified to reopen the closure, the Department will deduct \$ 2600 per 10 minute interval from moneys due or that may become due the Contractor under the contract. No penalty will be assessed for any additional time required for a licensed blaster to safely detect and clear a misfired charge.

### **COMPENSATION**

The Contractor shall notify the Engineer of delay in the Contractor's operations due to the following conditions, and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of those conditions, and the Contractor's loss due to that delay could not have been avoided by rescheduling the affected closure or by judicious handling of forces, equipment and plant, the delay will be considered a right of way delay within the meaning of Section 8-1.09, "Right of Way Delays," and compensation for the delay will be determined in conformance with the provisions in Section 8-1.09:

- A. The Contractor's proposed Closure Schedule is denied and his planned closures are within the time frame allowed for closures in "Maintaining Traffic" of these special provisions, except that the Contractor will not be entitled to compensation for amendments to the Closure Schedule that are not approved.
- B. The Contractor is denied a confirmed closure.

Should the Engineer direct the Contractor to remove a closure prior to the time designated in the approved Closure Schedule, delay to the Contractor's schedule due to removal of the closure will be considered a right of way delay within the meaning of Section 8-1.09, "Right of Way Delays," and compensation for the delay will be determined in conformance with the provisions in Section 8-1.09.

### **10-1.19 TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE**

A traffic control system shall consist of closing traffic lanes in conformance with the details shown on the plans, the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications, the provisions under "Maintaining Traffic" and "Construction Area Signs" of these special provisions, and these special provisions.

The provisions in this section will not relieve the Contractor from the responsibility to provide additional devices or take measures as may be necessary to comply with the provisions in Section 7-1.09, "Public Safety," of the Standard Specifications.

During traffic stripe operations and pavement marker placement operations using bituminous adhesive, traffic shall be controlled, at the option of the Contractor, with either stationary or moving lane closures. During other operations, traffic shall be controlled with stationary lane closures. Attention is directed to the provisions in Section 84-1.04, "Protection From Damage," and Section 85-1.06, "Placement," of the Standard Specifications.

If components in the traffic control system are displaced or cease to operate or function as specified, from any cause, during the progress of the work, the Contractor shall immediately repair the components to the original condition or replace the components and shall restore the components to the original location.

### **STATIONARY LANE CLOSURE**

When lane closures are made for work periods only, at the end of each work period, all components of the traffic control system, except portable delineators placed along open trenches or excavation adjacent to the traveled way, shall be removed from the traveled way and shoulder. If the Contractor so elects, the components may be stored at selected central locations designated by the Engineer within the limits of the highway right of way.

One-way traffic shall be controlled through the project in conformance with the plan entitled "Traffic Control System for Lane Closure on Two Lane Conventional Highways" and these special provisions.

Each vehicle used to place, maintain, and remove components of a traffic control system and each flagger shall have cellular phone and radio contact with personnel in the work area.

When flaggers are required, additional advance flaggers will be required.

Utilizing a pilot car will be at the option of the Contractor. If the Contractor elects to use a pilot car, the cones shown along the centerline on the plan need not be placed. The pilot car shall have radio and cellular phone contact with personnel in the work area. The maximum speed of the pilot car through the traffic control zone shall be 40 kilometers per hour.

### **MOVING LANE CLOSURE**

Flashing arrow signs used in moving lane closures shall be truck-mounted. Flashing arrow signs shall be in the caution display mode when used on 2-lane highways. Changeable message signs used in moving lane closure operations shall conform to the provisions in Section 12-3.12, "Portable Changeable Message Signs," of the Standard Specifications, except the signs shall be truck-mounted. The full operation height of the bottom of the sign may be less than 2.1 m above the ground, but should be as high as practicable.

Truck-mounted attenuators (TMA) for use in moving lane closures shall be any of the following approved models, or equal:

- A. Hexfoam TMA Series 3000, Alpha 1000 TMA Series 1000 and Alpha 2001 TMA Series 2001, manufactured by Energy Absorption Systems, Inc., One East Wacker Drive, Chicago, IL 60601-2076, Telephone (312) 467-6750.
  - 1. Distributor (Northern): Traffic Control Service, Inc., 8585 Thys Court, Sacramento, CA 95828, Telephone 1-800-884-8274, FAX (916) 387-9734.
  - 2. Distributor (Southern): Traffic Control Service, Inc., 1881 Betmor Lane, Anaheim, CA 92805, Telephone 1-800-222-8274.
- B. Cal T-001 Model 2 or Model 3, manufacturer and distributor; Hexcel Corporation, 11711 Dublin Boulevard, P.O. Box 2312, Dublin, CA 94568, Telephone (925) 551-4900.
- C. Renco Rengard Model Nos. CAM 8-815 and RAM 8-815, manufacturer and distributor, Renco Inc., 1582 Pflugerville Loop Road, P.O. Box 730, Pflugerville, TX 78660-0730, Telephone 1-800-654-8182.

Each TMA shall be individually identified with the manufacturer's name, address, TMA model number, and a specific serial number. The names and numbers shall each be a minimum 13 mm high and located on the left (street) side at the lower front corner. The TMA shall have a message next to the name and model number in 13 mm high letters which states, "The bottom of this TMA shall be \_\_\_\_ mm ± \_\_\_\_ mm above the ground at all points for proper impact performance." A TMA which is damaged or appears to be in poor condition shall not be used unless recertified by the manufacturer. The Engineer shall be the sole judge whether used TMAs supplied under this contract need recertification. Each unit shall be certified by the manufacturer to meet the requirements for TMAs in conformance with the standards established by the Transportation Laboratory.

Approvals for new TMA designs proposed as equal to the above approved models shall be in conformance with the procedures (including crash testing) established by the Transportation Laboratory. For information regarding submittal of new designs for evaluation contact: Transportation Laboratory, 5900 Folsom Boulevard, Sacramento, CA 95819.

New TMAs proposed as equal to approved TMAs or approved TMAs determined by the Engineer to need recertification shall not be used until approved or recertified by the Transportation Laboratory.

### **PAYMENT**

The contract lump sum price paid for traffic control system shall include full compensation for furnishing all labor (except for flagging costs), materials (including signs), tools, equipment, and incidentals (including cellular phones and radios), and for doing all the work involved in placing, removing, storing, maintaining, moving to new locations, replacing,

and disposing of the components of the traffic control system and for furnishing and operating the pilot car, (including driver, radios, other equipment, and labor required), as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer. Flagging costs will be paid for as provided in Section 12-2.02, "Flagging Costs," of the Standard Specifications.

The adjustment provisions in Section 4-1.03, "Changes," of the Standard Specifications shall not apply to the item of traffic control system. Adjustments in compensation for traffic control system will be made only for increased or decreased traffic control system required by changes ordered by the Engineer and will be made on the basis of the cost of the increased or decreased traffic control necessary. The adjustment will be made on a force account basis as provided in Section 9-1.03, "Force Account Payment," of the Standard Specifications for increased work, and estimated on the same basis in the case of decreased work.

Traffic control system required by work which is classed as extra work, as provided in Section 4-1.03D of the Standard Specifications, will be paid for as a part of the extra work.

#### **10-1.20 TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE**

A traffic control system shall consist of closing traffic lanes in conformance with the details shown on the plans, the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications, the provisions under "Maintaining Traffic" and "Construction Area Signs" of these special provisions, and these special provisions.

The provisions in this section will not relieve the Contractor from the responsibility to provide additional devices or take measures as may be necessary to comply with the provisions in Section 7-1.09, "Public Safety," of the Standard Specifications.

During traffic stripe operations and pavement marker placement operations using bituminous adhesive, traffic shall be controlled, at the option of the Contractor, with either stationary or moving lane closures. During other operations, traffic shall be controlled with stationary lane closures. Attention is directed to the provisions in Section 84-1.04, "Protection From Damage," and Section 85-1.06, "Placement," of the Standard Specifications.

If components in the traffic control system are displaced or cease to operate or function as specified, from any cause, during the progress of the work, the Contractor shall immediately repair the components to the original condition or replace the components and shall restore the components to the original location.

#### **STATIONARY LANE CLOSURE**

When lane closures are made for work periods only, at the end of each work period, all components of the traffic control system, except portable delineators placed along open trenches or excavation adjacent to the traveled way, shall be removed from the traveled way and shoulder. If the Contractor so elects, the components may be stored at selected central locations designated by the Engineer within the limits of the highway right of way.

One-way traffic shall be controlled through the project in conformance with the plan entitled "Traffic Control System for Lane Closure on Two Lane Conventional Highways" and these special provisions.

Each vehicle used to place, maintain, and remove components of a traffic control system and each flagger shall have cellular phone and radio contact with personnel in the work area.

When flaggers are required, additional advance flaggers will be required.

Utilizing a pilot car will be at the option of the Contractor. If the Contractor elects to use a pilot car, the cones shown along the centerline on the plan need not be placed. The pilot car shall have radio and cellular phone contact with personnel in the work area. The maximum speed of the pilot car through the traffic control zone shall be 40 kilometers per hour (25 mph).

#### **MOVING LANE CLOSURE**

Flashing arrow signs used in moving lane closures shall be truck-mounted. Flashing arrow signs shall be in the caution display mode when used on 2-lane highways. Changeable message signs used in moving lane closure operations shall conform to the provisions in Section 12-3.12, "Portable Changeable Message Signs," of the Standard Specifications, except the signs shall be truck-mounted. The full operation height of the bottom of the sign may be less than 2.1 m above the ground, but should be as high as practicable.

Truck-mounted attenuators (TMA) for use in moving lane closures shall be any of the following approved models, or equal:

- A. Hexfoam TMA Series 3000, Alpha 1000 TMA Series 1000 and Alpha 2001 TMA Series 2001, manufactured by Energy Absorption Systems, Inc., One East Wacker Drive, Chicago, IL 60601-2076, Telephone (312) 467-6750.
  1. Distributor (northern): Traffic Control Service, Inc., 8585 Thys Court, Sacramento, CA 95828, Telephone (800) 884-8274, FAX (916) 387-9734.

2. Distributor (southern): Traffic Control Service, Inc., 1881 Betmor Lane, Anaheim, CA 92805, Telephone (800) 222-8274.
- B. Cal T-001 Model 2 or Model 3, manufacturer and distributor; Hexcel Corporation, 11711 Dublin Boulevard, P.O. Box 2312, Dublin, CA 94568, Telephone (925) 551-4900.
- C. Renco Rengard Model Nos. CAM 8-815 and RAM 8-815, manufacturer and distributor, Renco Inc., 1582 Pflugerville Loop Road, P.O. Box 730, Pflugerville, TX 78660-0730, Telephone (800) 654-8182.

Each TMA shall be individually identified with the manufacturer's name, address, TMA model number, and a specific serial number. The names and numbers shall each be a minimum 13 mm high and located on the left (street) side at the lower front corner. The TMA shall have a message next to the name and model number in 13 mm high letters which states, "The bottom of this TMA shall be \_\_\_\_\_ mm  $\pm$  \_\_\_\_\_ mm above the ground at all points for proper impact performance." A TMA which is damaged or appears to be in poor condition shall not be used unless recertified by the manufacturer. The Engineer shall be the sole judge whether used TMAs supplied under this contract need recertification. Each unit shall be certified by the manufacturer to meet the requirements for TMAs in conformance with the standards established by the Transportation Laboratory.

Approvals for new TMA designs proposed as equal to the above approved models shall be in conformance with the procedures (including crash testing) established by the Transportation Laboratory. For information regarding submittal of new designs for evaluation contact: Transportation Laboratory, 5900 Folsom Boulevard, Sacramento, CA 95819.

New TMAs proposed as equal to approved TMAs or approved TMAs determined by the Engineer to need recertification shall not be used until approved or recertified by the Transportation Laboratory.

## **PAYMENT**

The contract lump sum price paid for traffic control system shall include full compensation for furnishing all labor (except for flagging costs), materials (including signs), tools, equipment, and incidentals (including cellular phones and radios), and for doing all the work involved in placing, removing, storing, maintaining, moving to new locations, replacing, and disposing of the components of the traffic control system and for furnishing and operating the pilot car, (including driver, radios, other equipment, and labor required), as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer. Flagging costs will be paid for as provided in Section 12-2.02, "Flagging Costs," of the Standard Specifications.

The adjustment provisions in Section 4-1.03, "Changes," of the Standard Specifications shall not apply to the item of traffic control system. Adjustments in compensation for traffic control system will be made only for increased or decreased traffic control system required by changes ordered by the Engineer and will be made on the basis of the cost of the increased or decreased traffic control necessary. The adjustment will be made on a force account basis as provided in Section 9-1.03, "Force Account Payment," of the Standard Specifications for increased work, and estimated on the same basis in the case of decreased work.

Traffic control system required by work which is classed as extra work, as provided in Section 4-1.03D of the Standard Specifications, will be paid for as a part of the extra work.

### **10-1.21 BARRICADE**

Barricades shall be furnished, placed and maintained at the locations shown on the plans, specified in the Standard Specifications or in these special provisions or where designated by the Engineer. Barricades shall conform to the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Attention is directed to "Prequalified and Tested Signing and Delineation Materials" of these special provisions regarding retroreflective sheeting for barricades.

Construction area sign and marker panels conforming to the provisions in Section 12-3.06, "Construction Area Signs," of the Standard Specifications shall be installed on barricades in a manner determined by the Engineer at the locations shown on the plans.

Sign panels for construction area signs and marker panels installed on barricades shall conform to the provisions in Section 12-3.06A, "Stationary Mounted Signs," of the Standard Specifications.

Full compensation for furnishing, installing, maintaining, and removing construction area signs and marker panels on barricades shall be considered as included in the contract unit price paid for the type of barricade involved and no separate payment will be made therefor.

Barricades shown on the plans as part of a traffic control system will be paid for as provided in "Traffic Control System for Lane Closure" of these special provisions and will not be included in the count for payment of barricades.

### **10-1.22 TEMPORARY PAVEMENT DELINEATION**

Temporary pavement delineation shall be furnished, placed, maintained, and removed in conformance with the provisions in Section 12-3.01, "General," of the Standard Specifications and these special provisions. Nothing in these special provisions shall be construed as reducing the minimum standards specified in the MUTCD, the MUTCD California Supplement, or as relieving the Contractor from the responsibilities specified in Section 7-1.09, "Public Safety," of the Standard Specifications.

#### **GENERAL**

Whenever the work causes obliteration of pavement delineation, temporary or permanent pavement delineation shall be in place prior to opening the traveled way to public traffic. Lane line or centerline pavement delineation shall be provided at all times for traveled ways open to public traffic.

The Contractor shall perform the work necessary to establish the alignment of temporary pavement delineation, including required lines or marks. Surfaces to receive temporary pavement delineation shall be dry and free of dirt and loose material. Temporary pavement delineation shall not be applied over existing pavement delineation or other temporary pavement delineation. Temporary pavement delineation shall be maintained until superseded or replaced with a new pattern of temporary pavement delineation or permanent pavement delineation.

Temporary pavement markers, including underlying adhesive, and removable traffic tape which are applied to the final layer of surfacing or existing pavement to remain in place or which conflicts with a subsequent or new traffic pattern for the area shall be removed when no longer required for the direction of public traffic, as determined by the Engineer.

#### **TEMPORARY LANELINE AND CENTERLINE DELINEATION**

Whenever lanelines or centerlines are obliterated and temporary pavement delineation to replace the lines is not shown on the plans, the minimum lane line and centerline delineation to be provided for that area shall be temporary pavement markers placed at longitudinal intervals of not more than 7.3 m. The temporary pavement markers shall be the same color as the lane line or centerline the pavement markers replace. Temporary pavement markers shall be, at the option of the Contractor, one of the temporary pavement markers listed for short term day/night use (14 days or less) or long term day/night use (6 months or less) in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. The temporary pavement markers shall be placed in conformance with the manufacturer's instructions. Temporary pavement markers for long term day/night use (6 months or less) shall be cemented to the surfacing with the adhesive recommended by the manufacturer, except epoxy adhesive shall not be used to place the temporary pavement markers in areas where removal of the temporary pavement markers will be required.

Temporary lane line or centerline delineation consisting entirely of temporary pavement markers listed for short term day/night use (14 days or less), shall be placed on longitudinal intervals of not more than 7.3 m and shall be used for a maximum of 14 days on lanes opened to public traffic. Prior to the end of the 14 days the permanent pavement delineation shall be placed. If the permanent pavement delineation is not placed within the 14 days, the Contractor shall replace the temporary pavement markers and provide additional temporary pavement delineation and shall bear the cost thereof. The additional temporary pavement delineation to be provided shall be equivalent to the pattern specified for the permanent pavement delineation for the area, as determined by the Engineer.

Where "no passing" centerline pavement delineation is obliterated, the following "no passing" zone signing shall be installed prior to opening the lanes to public traffic. W20-1 (ROAD WORK AHEAD) signs shall be installed from 300 m to 600 m in advance of "no passing" zones. R4-1 (DO NOT PASS) signs shall be installed at the beginning and at every 600-m interval within "no passing" zones. For continuous zones longer than 3 km, W7-3a or W71(CA) (NEXT \_\_\_\_\_ MILES) signs shall be installed beneath the W20-1 signs installed in advance of "no passing" zones. R4-2 (PASS WITH CARE) signs shall be installed at the end of "no passing" zones. The exact location of "no passing" zone signing will be as determined by the Engineer and shall be maintained in place until permanent "no passing" centerline pavement delineation has been applied. The signing for "no passing" zones, shall be removed when no longer required for the direction of public traffic. The signing for "no passing" zones shall conform to the provisions in "Construction Area Signs" of these special provisions, except for payment.

Full compensation for furnishing, placing, maintaining, and removing the temporary pavement markers (including underlying adhesive, layout (dribble) lines to establish alignment of temporary pavement markers or used for temporary lane line and centerline delineation and signing specified for "no passing" zones) for those areas where temporary lane line and centerline delineation is not shown on the plans and for providing equivalent patterns of permanent traffic lines for those areas when required, shall be considered as included in the contract prices paid for the items of work that obliterated the lane line and centerline pavement delineation and no separate payment will be made therefor.

### **TEMPORARY TRAFFIC STRIPE (TAPE)**

Temporary traffic stripe consisting of removable traffic stripe tape shall be applied at the locations shown on the plans. The temporary traffic stripe tape shall be complete in place at the location shown prior to opening the traveled way to public traffic.

Removable traffic stripe tape shall be the temporary removable traffic stripe tape listed in "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

Removable traffic stripe tape shall be applied in conformance with the manufacturer's installation instructions and shall be rolled slowly with a rubber tired vehicle or roller to ensure complete contact with the pavement surface. Traffic stripe tape shall be applied straight on tangent alignment and on a true arc on curved alignment. Traffic stripe tape shall not be applied when the air or pavement temperature is less than 10°C, unless the installation procedures to be used are approved by the Engineer, prior to beginning installation of the tape.

### **TEMPORARY TRAFFIC STRIPE (PAINT)**

Temporary traffic stripe consisting of painted traffic stripe shall be applied and maintained at the locations shown on the plans. The painted temporary traffic stripe shall be complete in place at the location shown prior to opening the traveled way to public traffic. Removal of painted temporary traffic stripe will not be required.

Temporary painted traffic stripe shall conform to the provisions in "Paint Traffic Stripes and Pavement Markings" of these special provisions, except for payment. At the option of the Contractor, either one or 2 coats shall be applied regardless of whether on new or existing pavement.

At the Contractor's option, temporary removable striping tape listed in "Prequalified and Tested Signing and Delineation Materials" of these special provisions may be used instead of painted temporary traffic stripes. When traffic stripe tape is used in place of painted temporary traffic stripes, the tape will be measured and paid for by the meter as temporary traffic stripe (paint).

### **TEMPORARY PAVEMENT MARKING (TAPE)**

Temporary pavement marking consisting of removable pavement marking tape shall be applied at the locations shown on the plans. The temporary pavement marking tape shall be complete in place at the location shown, prior to opening the traveled way to public traffic.

Removable pavement marking tape shall be the temporary removable type pavement marking tape listed in "Prequalified and Tested Signing and Delineation Materials" of these special provisions and shall be applied and removed in conformance with the provisions specified for applying and removing the temporary traffic stripe tape.

### **TEMPORARY PAVEMENT MARKING (PAINT)**

Temporary pavement marking consisting of painted pavement marking shall be applied and maintained at the locations shown on the plans. The painted temporary pavement marking shall be complete in place at the location shown prior to opening the traveled way to public traffic. Removal of painted temporary pavement marking will not be required.

Temporary painted pavement marking shall conform to the provisions in "Paint Traffic Stripes and Pavement Markings" of these special provisions, except for payment. At the option of the Contractor, either one or 2 coats shall be applied regardless whether on new or existing pavement.

At the Contractor's option, temporary removable pavement marking tape or permanent pavement marking tape listed in "Prequalified and Tested Signing and Delineation Materials" of these special provisions may be used instead of painted temporary pavement markings. When pavement marking tape is used, regardless of which type of tape is placed, the tape will be measured and paid for by the square meter as temporary pavement marking (paint).

### **TEMPORARY PAVEMENT MARKERS**

Temporary pavement markers shall be applied at the locations shown on the plans. The pavement markers shall be applied complete in place at the locations shown prior to opening the traveled way to public traffic.

Temporary pavement markers shown on the plans shall be, at the option of the Contractor, one of the temporary pavement markers for long term day/night use (6 months or less) listed in "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

Temporary pavement markers shall be placed in conformance with the manufacturer's instructions and shall be cemented to the surfacing with the adhesive recommended by the manufacturer, except epoxy adhesive shall not be used in areas where removal of the pavement markers will be required.

Where the temporary pavement delineation shown on the plans for lanelines or centerlines consists entirely of a pattern of broken traffic stripe and pavement markers, the Contractor may use groups of the temporary pavement markers for long term day/night use (6 months or less) in place of the temporary traffic stripe tape or painted temporary traffic stripe. The groups of pavement markers shall be spaced as shown on the plans for a similar pattern of permanent traffic line, except

pavement markers shown to be placed in the gap between the broken traffic stripe shall be placed as part of the group to delineate the pattern of broken temporary traffic stripe. The kind of laneline and centerline delineation selected by the Contractor shall be continuous within a given location. Payment for those temporary pavement markers used in place of temporary traffic stripe will be made on the basis of the theoretical length of the patterns of temporary traffic stripe (tape) or temporary traffic stripe (paint).

Retroreflective pavement markers conforming to the provisions in "Pavement Markers" of these special provisions may be used in place of temporary pavement markers for long term day/night use (6 months or less) except to simulate patterns of broken traffic stripe. Placement of the retroreflective pavement markers used for temporary pavement markers shall conform to the provisions in "Pavement Markers" of these special provisions except the waiting period provisions before placing the pavement markers on new asphalt concrete surfacing as specified in Section 85-1.06, "Placement," of the Standard Specifications shall not apply and epoxy adhesive shall not be used to place pavement markers in areas where removal of the pavement markers will be required.

## **MEASUREMENT AND PAYMENT**

Temporary traffic stripe (tape) will be measured and paid for by the meter, measured along the line of the stripe, with deductions for gaps in broken traffic stripes. Double and 200-mm temporary traffic stripes, shown on the plans as tape, will be measured as 2 temporary traffic stripes (tape). Temporary pavement marking (tape) will be measured and paid for by the square meter for actual area of the pavement marking that receives tape.

Temporary traffic stripe (paint) and temporary pavement marking (paint) will be measured and paid for in the same manner specified for paint traffic stripe (1-coat) and paint pavement marking (1-coat) in Section 84-3.06, "Measurement," and Section 84-3.07, "Payment," of the Standard Specifications.

Temporary pavement markers, shown on the plans, will be measured and paid for by the unit in the same manner specified for retroreflective pavement markers in Section 85-1.08, "Measurement," and Section 85-1.09, "Payment," of the Standard Specifications. Temporary pavement markers used for temporary laneline and centerline delineation for areas which are not shown on the plans will not be included in the quantities of temporary pavement markers to be paid for. Full compensation for removing temporary pavement markers, when no longer required, shall be considered as included in the contract unit price paid for temporary pavement marker and no separate payment will be made therefor.

The contract price paid per meter for temporary traffic stripe (tape) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in applying, maintaining and removing temporary traffic stripe tape, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

The contract price paid per square meter for temporary pavement marking (tape) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in applying, maintaining and removing temporary pavement marking tape, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

### **10-1.23 CHANNELIZER**

Channelizers shall conform to the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Channelizers shall conform to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

When no longer required for the work as determined by the Engineer, channelizers and underlying adhesive used to cement the channelizer bases to the pavement shall be removed. Removed channelizers and adhesive shall become the property of the Contractor and shall be removed from the site of work.

### **10-1.24 TRAFFIC PLASTIC DRUMS**

Traffic plastic drums shall conform to the requirements for traffic control devices in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Traffic plastic drums shall be constructed of low-density polyethylene material and shall be flexible or collapsible upon impact by a vehicle. The traffic plastic drum shall have a weighted base that will separate from the drum. The base shall be of such shape as to preclude rolling upon impact by a vehicle. The base shall be of sufficient weight to maintain the drum in position and upright. The base or external ballast rings shall not exceed 101.6 mm in height, and drum rings shall not exceed 965.2 mm maximum in diameter. The base or external rings placed over and around the drum, resting on the pavement or ground shall contain the ballast for the drums. Ballast for drums shall be sand. The base shall have drain holes to prevent the accumulation of water. Sand bags shall not be used as ballast for drums.

The body of the traffic plastic drum shall be of a fluorescent orange color. Drums shall be a minimum of 914.4 mm in height above the traveled way, and have at least an 457.2 mm minimum width, regardless of orientation.

The markings on drums shall be horizontal, circumferential, alternating orange and white reflective bands 101.6 to 152.4 mm wide. Each drum shall have a minimum of 2 orange and 2 white bands. The top of the uppermost retroreflective band shall be no lower than 152.4 mm from the top of the drum. Any non-reflective spaces between the bands shall not exceed 50.8 mm in width. The retroreflective sheeting shall conform to the provisions in "Prequalified and Tested Signing and Delineation Materials," elsewhere in these special provisions.

Only one type of traffic plastic drum shall be used on the project. The type of traffic plastic drum proposed for use on the project shall be submitted to the Engineer for approval, prior to placement on the project.

In curvilinear alignment traffic plastic drums shall be used only on one side of the traveled way. Traffic plastic drums shall be placed on the alignment and location shown on the plans, or directed by the Engineer. Traffic plastic drums shall be placed uniformly, straight on tangent alignment and on a true arc on curved alignment.

If traffic plastic drums are displaced or are not in an upright position, from any cause, the traffic plastic drums shall immediately be replaced or restored to their original location, in an upright position, by the Contractor.

At the completion of the project, traffic plastic drums shall become the property of the Contractor and removed from the site of the work.

Traffic plastic drums will be measured as units from actual count of the number of traffic plastic drum designated on the plans or ordered by the Engineer. After initial placement of traffic plastic drums, and if ordered by the Engineer, the traffic plastic drums shall be moved from location to location and the cost thereof will be paid for as extra work as provided in Section 4-1.03D. Traffic plastic drums which are used as part of traffic control system in place of cones, delineators or barricades or which are used in accordance with the requirements of "Public Safety" elsewhere in these special provisions or which are placed in excess of the number specified or shown will not be included in the count of traffic plastic drums to be paid for.

The contract unit price paid for traffic plastic drum shall include full compensation for furnishing all labor, materials (including ballast), tools, equipment, and incidentals, and for doing all the work involved in furnishing, placing, maintaining, repairing, replacing and removing the traffic plastic drum, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

#### **10-1.25 PORTABLE CHANGEABLE MESSAGE SIGN**

Portable changeable message signs shall be furnished, placed, operated, and maintained during each lane, or shoulder closure at those locations approved by the Engineer or where designated by the Engineer in conformance with the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

The number of portable changeable message signs required at any one time will be determined by the number of lane or shoulder closures that the Contractor determines are necessary for his operations.

Portable changeable message signs will be paid for on a lump sum basis.

The contract lump sum price paid for portable changeable message sign shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in furnishing, placing, operating, maintaining, repairing, replacing, changing messages daily as requested by the Engineer, transporting from location to location, and removing the portable changeable message signs, complete in place, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Attention is directed to "Maintaining Traffic" of these special provisions regarding the use of the portable changeable message signs.

#### **10-1.26 TEMPORARY RAILING**

Temporary railing (Type K) shall be placed as shown on the plans, as specified in the Standard Specifications or these special provisions or where ordered by the Engineer and shall conform to the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Reflectors on temporary railing (Type K) shall conform to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

Temporary railing (Type K) shall conform to the details shown on Standard Plan T3. Temporary railing (Type K) fabricated prior to January 1, 1993, and conforming to 1988 Standard Plan B11-30 may be used, provided the fabrication date is printed on the required Certificate of Compliance.

Attention is directed to "Public Safety" and "Order of Work" of these special provisions.

Temporary railing (Type K) placed in conformance with the provisions in "Public Safety" of these special provisions will be neither measured nor paid for.

#### **10-1.27 TEMPORARY CRASH CUSHION (ADIEM)**

Temporary crash cushion shall be furnished and installed as shown on the plans and in conformance with the provisions in the Standard Specifications and these special provisions.

Temporary crash cushion shall be an ADIEM-350 as manufactured by Trinity Industries, Inc., and shall include the items detailed for crash cushion shown on the plans.

The successful bidder can obtain the crash cushion from the manufacturer, Trinity Industries, Inc., P.O. Box 99, 950 West 400S, Centerville, Utah 84014, telephone 1-800-772-7976.

The price quoted by the manufacturer for ADIEM-350, delivered to Marysville, California is \$12,950.00, not including sales tax.

The above price will be firm for orders placed on or before September 1, 2006, provided delivery is accepted within 90 days after the order is placed.

The Contractor shall furnish the Engineer one copy of the manufacturer's plan and parts list.

The Contractor shall provide the Engineer with a Certificate of Compliance from the manufacturer in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications. The Certificate of Compliance shall certify that the crash cushion conforms to the contract plans and specifications, conforms to the prequalified design and material requirements, and was manufactured in conformance with the approved quality control program.

Temporary crash cushion shall be installed in conformance with the manufacturer's installation instructions.

Surplus excavated material remaining after the temporary crash cushion has been installed shall be disposed of in a uniform manner along the adjacent roadway where designated by the Engineer.

At the completion of the project, temporary crash cushion (ADIEM), shall become the property of the Contractor and shall be removed from the site of the work.

Temporary crash cushion (ADIEM) will be measured by the unit as determined from actual count in place in the completed work.

The contract unit price paid for temporary crash cushion (ADIEM) shall include full compensation for furnishing all labor, materials (including anchor bolts, nuts, washers, and marker panels), tools, equipment, and incidentals, and for doing all the work involved in furnishing and installing the ADIEM type temporary crash cushion, complete in place, including structure excavation, structure backfill, disposing of surplus material, and removing temporary crash cushion (ADIEM) from the site of the work when no longer required as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

#### **10-1.28 TEMPORARY CRASH CUSHION MODULE**

This work shall consist of furnishing, installing, and maintaining sand filled temporary crash cushion modules in groupings or arrays at each location shown on the plans, as specified in these special provisions or where designated by the Engineer. The grouping or array of sand filled modules shall form a complete sand filled temporary crash cushion in conformance with the details shown on the plans and these special provisions.

Attention is directed to "Public Safety", "Order of Work", and "Temporary Railing" of these special provisions.

Whenever the work or the Contractor's operations establishes a fixed obstacle, the exposed fixed obstacle shall be protected with a sand filled temporary crash cushion. The sand filled temporary crash cushion shall be in place prior to opening the lanes adjacent to the fixed obstacle to public traffic.

Sand filled temporary crash cushions shall be maintained in place at each location, including times when work is not actively in progress. Sand filled temporary crash cushions may be removed during a work period for access to the work provided that the exposed fixed obstacle is 4.6 m or more from a lane carrying public traffic and the temporary crash cushion is reset to protect the obstacle prior to the end of the work period in which the fixed obstacle was exposed. When no longer required, as determined by the Engineer, sand filled temporary crash cushions shall be removed from the site of the work.

At the Contractor's option, the modules for use in sand filled temporary crash cushions shall be either Energite III Inertial Modules, Fitch Inertial Modules or Traffix Sand Barrels manufactured after March 31, 1997, or equal:

- A. Energite III and Fitch Inertial Modules, manufactured by Energy Absorption Systems, Inc., One East Wacker Drive, Chicago, IL 60601-2076. Telephone 1-312-467-6750, FAX 1-800-770-6755
  - 1. Distributor (North): Traffic Control Service, Inc., 8585 Thys Court, Sacramento, CA 95828. Telephone 1-800-884-8274, FAX 1-916-387-9734
  - 2. Distributor (South): Traffic Control Service, Inc., 1881 Betmor Lane, Anaheim, CA 92805. Telephone 1-800-222-8274, FAX 1-714-937-1070
- B. Traffix Sand Barrels, manufactured by Traffix Devices, Inc., 220 Calle Pintoresco, San Clemente, CA 92672. Telephone 1-949 361-5663, FAX 1-949 361-9205
  - 1. Distributor (North): United Rentals, Inc., 1533 Berger Drive, San Jose, CA 95112. Telephone 1-408 287-4303, FAX 1-408 287-1929

2. Distributor (South): Statewide Safety & Sign, Inc., P.O. Box 1440, Pismo Beach, CA 93448. Telephone 1-800-559-7080, FAX 1-805 929-5786

Modules contained in each temporary crash cushion shall be of the same type at each location. The color of the modules shall be the standard yellow color, as furnished by the vendor, with black lids. The modules shall exhibit good workmanship free from structural flaws and objectionable surface defects. The modules need not be new. Good used undamaged modules conforming to color and quality of the types specified herein may be utilized. If used Fitch modules requiring a seal are furnished, the top edge of the seal shall be securely fastened to the wall of the module by a continuous strip of heavy duty tape.

Modules shall be filled with sand in conformance with the manufacturer's directions, and to the sand capacity in kilograms for each module shown on the plans. Sand for filling the modules shall be clean washed concrete sand of commercial quality. At the time of placing in the modules, the sand shall contain not more than 7 percent water as determined by California Test 226.

Modules damaged due to the Contractor's operations shall be repaired immediately by the Contractor at the Contractor's expense. Modules damaged beyond repair, as determined by the Engineer, due to the Contractor's operations shall be removed and replaced by the Contractor at the Contractor's expense.

Temporary crash cushion modules shall be placed on movable pallets or frames conforming to the dimensions shown on the plans. The pallets or frames shall provide a full bearing base beneath the modules. The modules and supporting pallets or frames shall not be moved by sliding or skidding along the pavement or bridge deck.

A Type R or P marker panel shall be attached to the front of the crash cushion as shown on the plans, when the closest point of the crash cushion array is within 3.6 m of the traveled way. The marker panel, when required, shall be firmly fastened to the crash cushion with commercial quality hardware or by other methods determined by the Engineer.

At the completion of the project, temporary crash cushion modules, sand filling, pallets or frames, and marker panels shall become the property of the Contractor and shall be removed from the site of the work. Temporary crash cushion modules shall not be installed in the permanent work.

Temporary crash cushion modules will be measured by the unit as determined from the actual count of modules used in the work or ordered by the Engineer at each location. Temporary crash cushion modules placed in conformance with the provisions in "Public Safety" of these special provisions and modules placed in excess of the number specified or shown will not be measured nor paid for.

Repairing modules damaged by public traffic will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications. Modules damaged beyond repair by public traffic, when ordered by the Engineer, shall be removed and replaced immediately by the Contractor. Modules replaced due to damage by public traffic will be measured and paid for as temporary crash cushion module.

If the Engineer orders a lateral move of the sand filled temporary crash cushions and the repositioning is not shown on the plans, moving the sand filled temporary crash cushion will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications and these temporary crash cushion modules will not be counted for payment in the new position.

The contract unit price paid for temporary crash cushion module shall include full compensation for furnishing all labor, materials (including sand, pallets or frames and marker panels), tools, equipment, and incidentals, and for doing all the work involved in furnishing, installing, maintaining, moving, and resetting during a work period for access to the work, and removing from the site of the work when no longer required (including those damaged by public traffic) sand filled temporary crash cushion modules, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

#### **10-1.29 EXISTING HIGHWAY FACILITIES**

The work performed in connection with various existing highway facilities shall conform to the provisions in Section 15, "Existing Highway Facilities," of the Standard Specifications and these special provisions.

##### **REMOVE PAVEMENT MARKER**

Existing pavement markers, including underlying adhesive, when no longer required for traffic lane delineation as determined by the Engineer, shall be removed and disposed of.

Full compensation for removing and disposing of pavement markers and underlying adhesive shall be considered as included in the contract price paid per tonne for asphalt concrete (Type A) and no separate payment will be made therefor.

##### **ABANDON CULVERT**

Existing culverts, where shown on the plans to be abandoned, shall be abandoned in place or, at the option of the Contractor, the culverts shall be removed and disposed of. Resulting openings into existing structures that are to remain in place shall be plugged with commercial quality concrete containing not less than 300 kg of cement per cubic meter.

Abandoning culverts in place shall conform to the following:

- A. Culverts that intersect the side slopes shall be removed to a depth of not less than one meter measured normal to the plane of the finished side slope, before being abandoned.
- B. Culverts 300 mm in diameter and larger, shall, at the Contractor's option, be backfilled with either sand, controlled low strength material or slurry cement backfill conforming to the provisions in Section 19-3.062, "Slurry Cement Backfill," of the Standard Specifications by any method acceptable to the Engineer that completely fills the pipe. Sand backfill material shall be clean, free draining, and free from roots and other deleterious substances.
- C. The ends of culverts shall be securely closed by a 150 mm thick tight fitting plug or wall of commercial quality concrete.

Culverts shall not be abandoned until their use is no longer required. The Contractor shall notify the Engineer in advance of any intended culvert abandonment.

Full compensation for concrete plugs, pipe removal, structure excavation, and backfill (including sand, controlled low strength material or slurry cement backfill) shall be considered as included in the contract price paid per meter for abandon culvert and no additional compensation will be allowed therefor.

#### **ABANDON WATER WELL**

Existing water wells where shown on the plans to be abandoned, shall be abandoned as specified in these special provisions.

Wells shall be abandoned after completion of clearing and grubbing in the area of the well involved, but prior to starting earthwork operations, except as otherwise specified in these special provisions.

The Contractor shall submit a "Notice of Intent" to the Department of Water Resources prior to starting work and also submit the "Water Well Drillers Reports" to the Department of Water Resources within 30 days after completion of the work in conformance with the provisions of the California Water Code, Sections 13750 through 13755. A copy of the above reports shall be submitted to the Engineer concurrently with submittal to the Department of Water Resources.

If the Engineer orders preliminary work, such as removing obstructions or materials that would interfere with filling or sealing the well or removing casing or lining below the grading plane, the preliminary work will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications.

After completion of preliminary work, material permitted to enter the well that will obstruct or interfere with filling and sealing of the well involved shall be removed by the Contractor at the Contractor's expense.

Filler materials shall be clay, silt, sand, gravel, crushed stone, native soils or mixtures thereof. Material containing organic matter shall not be used.

Filler materials shall be placed in such a manner that will assure no jamming or bridging of the material.

Sealing materials shall be neat cement, cement grout, concrete, bentonite clays, silt and clays, well proportioned mixes of silts, sands, and clays (or cement) or native soils and natural material having a coefficient of permeability of less than 30 meters per year. Used drilling muds shall not be used.

Neat cement shall be composed of 50 kilograms of cement per 22 to 30 liters of clean water. Cement grout shall be composed of not more than 2 parts of sand to one part of cement with 22 to 30 liters of clean water per 50 kilograms of cement. Concrete shall be produced from commercial quality aggregates and cement and shall contain not less than 350 kilograms of cement per cubic meter.

Concrete shall be placed in one continuous operation by methods that prevent free fall, dilution, or separation of aggregates and cement.

At the time of placement, the volume of material placed in the well shall be verified to be at least equal to the volume of the empty hole.

Abandon water well will be measured and paid for by the unit from actual count of wells abandoned. Full compensation for compiling and furnishing reports shall be considered as included in the contract unit price paid for abandon water well and no additional compensation will be allowed therefor.

#### **OBLITERATE SURFACING**

Existing surfacing, when no longer required for the passage of public traffic, shall be obliterated at the locations shown on the plans.

#### **REMOVE FENCE**

Existing fence, where shown on the plans to be removed, shall be removed and disposed of.

#### **REMOVE METAL BEAM GUARD RAILING**

Existing metal beam guard railing, where shown on the plans to be removed, shall be removed and disposed of.

Existing concrete anchors or steel foundation tubes shall be completely removed and disposed of. Full compensation for removing concrete anchors shall be considered as included in the contract price paid per meter for remove metal beam guard railing and no separate payment will be made therefor.

Full compensation for removing cable anchor assemblies, terminal anchor assemblies or steel foundation tubes shall be considered as included in the contract price paid per meter for remove metal beam guard railing and no separate payment will be made therefor.

### **REMOVE DRAINAGE AND IRRIGATION FACILITY**

Existing culverts, inlets, headwalls, flared end sections, 355 mm reinforced plastic mortar pipe (including other pipe components and material connections), and siphon pipe and structure (including corrugated metal pipe and inlet and outlet structures), where shown on the plans to be removed, shall be completely removed and disposed of.

Attention is directed to "Order of Work" regarding allowable time of disruption of irrigation facilities.

Irrigation facilities shall not be removed until their use is no longer required by the Nevada Irrigation District. The Contractor shall notify the Engineer at least 7 working days in advance of any intended irrigation facility removal.

Removed irrigation pipes and concrete structures shall be disposed of outside the Nevada Irrigation District and highway right of ways in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

### **REMOVE FLUME STRUCTURE**

This work shall consist of removal of the existing Nevada Irrigation District flume structure, including steel pipes and structural steel frame supports, metal hand railing, metal grate walkway and walkway support framing, reinforced concrete flume inlet and outlet structures, and reinforced concrete footing supports.

Attention is directed to "Order of Work" regarding allowable time of disruption of irrigation facilities.

Flume structure shall not be removed until its use is no longer required by the Nevada Irrigation District. The Contractor shall notify the Engineer at least 7 working days in advance of any intended irrigation facility removal.

Reinforced concrete inlet and outlet structures and concrete footings that are below and above ground shall be completely removed.

Removed flume steel pipes shall be salvaged. Except as otherwise provided for damaged materials in Section 15-2.04, "Salvage," of the Standard Specifications, the materials to be salvaged shall remain the property of the Nevada Irrigation District (NID), and shall be cleaned, packaged, bundled, tagged, and hauled to the NID Maintenance Yard located at 1036 W. Main Street, Grass Valley, CA 95945-5424 and stockpiled. The Contractor shall provide sufficient labor and equipment to properly handle and stockpile the salvaged material without damage.

The Contractor shall notify the Engineer and the Nevada Irrigation District's Maintenance Department, telephone (530)\_273-6185, Ext. 202, a minimum of 14 days prior to hauling salvaged flume pipe material to the NID Maintenance Yard.

Full compensation for salvaging flume steel pipes shall be considered as included in the contract lump sum price paid for remove flume structure and no additional compensation will be allowed therefor.

### **REMOVE TRAFFIC STRIPE AND PAVEMENT MARKING**

Traffic stripe and pavement marking shall be removed at the locations shown on the plans and as directed by the Engineer.

Attention is directed to "Water Pollution Control" of these special provisions.

Waste from removal of yellow thermoplastic and yellow painted traffic stripe that contains lead chromate in average concentrations greater than or equal to 350 mg/kg and less than 1000 mg/kg Total Lead has disposal restrictions. Residue produced when yellow thermoplastic and yellow paint are removed may contain heavy metals in concentrations that exceed thresholds established by the California Health and Safety Code and may produce toxic fumes when heated.

Waste from removal of yellow thermoplastic and yellow painted traffic stripe that contains lead chromate in average concentrations greater than or equal to 5 mg/L Soluble Lead or 1000 mg/kg Total Lead is hazardous waste that has transportation and disposal restrictions.

The removed yellow thermoplastic and yellow paint shall be disposed of at a Class 1 disposal facility or a Class 2 disposal facility permitted by the Regional Water Quality Control Board in conformance with the requirements of the disposal facility operator within 60 days after accumulating 100 kg of residue and dust. The Contractor shall make necessary arrangements with the operator of the disposal facility to test the yellow thermoplastic and yellow paint residue as required by the facility and these special provisions. Testing shall include, at a minimum, (1) Total Lead and Chromium by EPA Method 7000 series and (2) Soluble Lead and Chromium by California Waste Extraction Test. From the first 3360 L of waste or portion thereof, if less than 3360 L of waste are produced, a minimum of four randomly selected samples shall be taken and analyzed. From each additional 840 L of waste or portion thereof, if less than 840 L are produced, a minimum of one additional random sample shall be taken and analyzed. The Contractor shall submit the name and location of the

disposal facility and analytical laboratory along with the testing requirements to the Engineer not less than 5 days prior to the start of removal of yellow thermoplastic and yellow painted traffic stripe. The analytical laboratory shall be certified by the Department of Health Services Environmental Laboratory Accreditation Program. Test results shall be provided to the Engineer for review prior to signing a waste profile as requested by the disposal facility, prior to issuing an EPA identification number, and prior to allowing removal of the waste from the site.

The Contractor shall prepare a project specific Lead Compliance Plan to prevent or minimize worker exposure to lead while handling removed yellow thermoplastic and yellow paint residue. Attention is directed to Title 8, California Code of Regulations, Section 1532.1, "Lead," for specific Cal-OSHA requirements when working with lead.

The Lead Compliance Plan shall contain the elements listed in Title 8, California Code of Regulations, Section 1532.1(e)(2)(B). Before submission to the Engineer, the Lead Compliance Plan shall be approved by an Industrial Hygienist certified in Comprehensive Practice by the American Board of Industrial Hygiene. The Plan shall be submitted to the Engineer at least 7 days prior to beginning removal of yellow thermoplastic and yellow paint.

Prior to removing yellow thermoplastic and yellow painted traffic stripe, personnel who have no prior training, including State personnel, shall complete a safety training program provided by the Contractor that meets the requirements of Title 8, California Code of Regulations, Section 1532.1, "Lead," and the Contractor's Lead Compliance Program.

Personal protective equipment, training, and washing facilities required by the Contractor's Lead Compliance Plan shall be supplied to State personnel by the Contractor. The number of State personnel will be 3.

Where grinding or other methods approved by the Engineer are used to remove yellow thermoplastic and yellow painted traffic stripe, the removed residue, including dust, shall be contained and collected immediately. Sweeping equipment shall not be used. Collection shall be by a high efficiency particulate air (HEPA) filter equipped vacuum attachment operated concurrently with the removal operations or other equally effective methods approved by the Engineer. The Contractor shall submit a written work plan for the removal, storage, and disposal of yellow thermoplastic and yellow painted traffic stripe to the Engineer for approval not less than 7 days prior to the start of the removal operations. Removal operations shall not be started until the Engineer has approved the work plan.

The removed yellow thermoplastic and yellow painted traffic stripe residue shall be stored and labeled in covered containers. Labels shall conform to the provisions of Title 22, California Code of Regulations, Sections 66262.31 and 66262.32. Labels shall be marked with date when the waste is generated, the words "Hazardous Waste", composition and physical state of the waste (for example, asphalt grindings with thermoplastic or paint), the word "Toxic", the name and address of the Engineer, the Engineer's telephone number, contract number, and Contractor or subcontractor. The containers shall be a type approved by the United States Department of Transportation for the transportation and temporary storage of the removed residue. The containers shall be handled so that no spillage will occur. The containers shall be stored in a secured enclosure at a location within the project limits until disposal, as approved by the Engineer.

If the yellow thermoplastic and yellow painted traffic stripe residue is transported to a Class 1 disposal facility, a manifest shall be used, and the transporter shall be registered with the California Department of Toxic Substance Control. The Engineer will obtain the United States Environmental Protection Agency Identification Number and sign all manifests as the generator within 2 working days of receiving sample test results and approving the test methods.

The Contractor shall assume that the yellow paint removed is not regulated under the Federal Resource Conservation and Recovery Act (RCRA). Additional disposal costs for removal residue regulated under RCRA, as determined by test results required by the disposal facility, will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

Nothing in these special provisions shall relieve the Contractor of the Contractor's responsibilities as specified in Section 7-1.09, "Public Safety," of the Standard Specifications.

The contract lump sum price paid for Lead Compliance Plan shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in preparing the Lead Compliance Plan, including paying the Certified Industrial Hygienist, and for providing personnel protective equipment, training, air monitoring, and medical surveillance, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Full compensation for providing a written work plan for the removal, storage, disposal, and for the sampling, analytical testing and transportation of yellow thermoplastic and yellow painted traffic stripe shall be considered as included in the contract price paid per meter for remove yellow traffic stripe and no separate payment will be made therefor.

### **REMOVE ROADSIDE SIGN**

Existing roadside signs, at those locations shown on the plans to be removed, shall be removed and disposed of.

Existing roadside signs shall not be removed until replacement signs have been installed or until the existing signs are no longer required for the direction of public traffic, unless otherwise directed by the Engineer.

## **REMOVE BASE AND SURFACING**

Existing base and bituminous surfacing shown on the plans to be removed, shall be removed to a depth of at least 240 mm below the grade of the existing surfacing. Resulting holes and depressions shall be backfilled with earthy material selected from excavation to the lines and grade established by the Engineer.

The material removed shall be disposed of outside the highway right of way in conformance with the provisions in Section 15-2.03, "Disposal," of the Standard Specifications.

Removing base and surfacing will be measured by the cubic meter in the same manner specified for roadway excavation in conformance with the provisions in Section 19, "Earthwork," of the Standard Specifications and will be paid for at the contract price per cubic meter for remove base and surfacing.

## **RESET ROADSIDE SIGN**

Existing roadside signs, where shown on the plans to be reset, shall be removed and reset.

Each roadside sign shall be reset on the same day that the sign is removed.

Two holes shall be drilled in each existing post as required to provide the breakaway feature shown on the plans.

Attention is directed to "Construction Area Signs" elsewhere in these special provisions regarding the use of reset roadside signs as construction area signs.

## **RELOCATE ROADSIDE SIGN**

Existing roadside signs shall be removed and relocated to the new locations shown on the plans.

Each roadside sign shall be installed at the new location on the same day that the sign is removed from its original location.

Two holes shall be drilled in each existing post as required to provide the breakaway feature shown on the plans.

Attention is directed to "Construction Area Signs" elsewhere in these special provisions regarding the use of relocated roadside signs as construction area signs.

## **COLD PLANE ASPHALT CONCRETE PAVEMENT**

Existing asphalt concrete pavement shall be cold planed at the locations and to the dimensions shown on the plans.

Planing asphalt concrete pavement shall be performed by the cold planing method. Planing of the asphalt concrete pavement shall not be done by the heater planing method.

Cold planing machines shall be equipped with a cutter head not less than 750 mm in width and shall be operated so that no fumes or smoke will be produced. The cold planing machine shall plane the pavement without requiring the use of a heating device to soften the pavement during or prior to the planing operation.

The depth, width, and shape of the cut shall be as shown on the typical cross sections or as designated by the Engineer. The final cut shall result in a uniform surface conforming to the typical cross sections. The outside lines of the planed area shall be neat and uniform. Planing asphalt concrete pavement operations shall be performed without damage to the surfacing to remain in place.

Planed widths of pavement shall be continuous except for intersections at cross streets where the planing shall be carried around the corners and through the conform lines. Following planing operations, a drop-off of more than 45 mm will not be allowed between adjacent lanes open to public traffic.

Where transverse joints are planed in the pavement at conform lines no drop-off shall remain between the existing pavement and the planed area when the pavement is opened to public traffic. If asphalt concrete has not been placed to the level of existing pavement before the pavement is to be opened to public traffic a temporary asphalt concrete taper shall be constructed. Asphalt concrete for temporary tapers shall be placed to the level of the existing pavement and tapered on a slope of 1:30 (Vertical: Horizontal) or flatter to the level of the planed area.

Asphalt concrete for temporary tapers shall be commercial quality and may be spread and compacted by any method that will produce a smooth riding surface. Temporary asphalt concrete tapers shall be completely removed, including the removal of loose material from the underlying surface, before placing the permanent surfacing. The removed material shall be disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Operations shall be scheduled so that not more than 7 days shall elapse between the time when transverse joints are planed in the pavement at the conform lines and the permanent surfacing is placed at the conform lines.

The material planed from the roadway surface, including material deposited in existing gutters or on the adjacent traveled way, shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications. Removal operations of cold planed material shall be concurrent with planing operations and follow within 15 m of the planer, unless otherwise directed by the Engineer.

Cold plane asphalt concrete pavement will be measured by the square meter. The quantity to be paid for will be the actual area of surface cold planed irrespective of the number of passes required to obtain the depth shown on the plans.

The contract price paid per square meter for cold plane asphalt concrete pavement shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in cold planing asphalt concrete surfacing and disposing of planed material, including furnishing the asphalt concrete for and constructing, maintaining, removing, and disposing of temporary asphalt concrete tapers, as specified in the Standard Specifications and these special provisions and as directed by the Engineer.

#### **EXTEND REINFORCED CONCRETE PIPE CASING**

Existing 600 mm reinforced concrete pipe casing of the Nevada Irrigation District facility at the location shown on the plans shall be extended in conformance with these special provisions and as directed by the Engineer.

Pipe used for the casing extension shall conform to the requirements in "Reinforced Concrete Pipe" of these special provisions, except that rubber gasket joints will not be required.

The new pipe shall be connected to the hub or bell end of the existing casing whichever is applicable. In the event the connection point of the existing casing has no standard pipe hub or bell, the new pipe shall be connected to the existing casing by providing a reinforced concrete collar in accordance with the details shown on Standard Plan D94A for "Flare End Section Connection to RCP".

Concrete for constructing the pipe collar shall be minor concrete conforming to the provisions in Section 90, "Portland Cement Concrete, of the Standard Specifications or may be produced from commercial quality concrete containing no less than 300 kg of cement per cubic meter.

Reinforcement used in constructing the pipe casing collar shall conform to the provisions in "Reinforcement" of these special provisions, except for payment.

The existing casing connection point and the entire length of the interior of the existing casing shall be cleaned thoroughly prior connecting the casing extension. Earthy material, trash, and other waste materials removed from the existing casing shall be disposed of outside the Nevada Irrigation District and highway right of ways in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications. During the installation of the pipe casing extension, the Contractor shall provide all necessary protection to prevent damage to the existing pipe casing.

The length of reinforced concrete pipe casing to be paid for will be the slope length determined by the Engineer. Pipe placed in excess of the length designated will not be paid for.

The contract price paid per meter for extend 600 mm reinforced concrete pipe casing shall include full compensation for furnishing all labor, materials (including concrete and reinforcing steel used for pipe connection collar), tools, equipment, and incidentals, and for doing all the work involved in extend 600 mm reinforced concrete pipe casing, complete in place, including cleaning existing casing and disposal of residue from cleaning, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

#### **EXTEND BLOWOFF ASSEMBLY**

Existing blowoff assembly of the Nevada Irrigation District facility at the location shown on the plans shall be extended in conformance with these special provisions and as directed by the Engineer.

Existing valves and valve boxes shall be salvaged and reused in the facility extension work.

Ductile iron pipe material used for the extension of the pumping well section of the existing blowoff assembly shall conform to "Ductile Iron Pipe and Fittings (NID)" of these special provisions, except for payment.

Concrete for setting the blowoff vault shall be minor concrete conforming to the provisions in Section 90, "Portland Cement Concrete, of the Standard Specifications or may be produced from commercial quality concrete containing no less than 300 kg of cement per cubic meter.

Base material used in setting the blowoff vault shall conform to the requirements in "Aggregate Base" of these special provisions, except for payment.

The Contractor shall field verify the existing top elevation of the existing pumping well prior to ordering the extension spool material.

Extending existing blowoff assembly will be measured by the unit of the actual assembly extended in place, regardless of height.

The contract unit price paid for extend existing blowoff assembly shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in extending existing blowoff assembly, including structure excavation and structure backfill, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

#### **10-1.30 CLEARING AND GRUBBING**

Clearing and grubbing shall conform to the provisions in Section 16, "Clearing and Grubbing," of the Standard Specifications and these special provisions.

Vegetation shall be cleared and grubbed only within the excavation and embankment slope lines. All woody debris and slash including small trees, tree limbs and shrubs less than 200 mm in diameter, generated from clearing and grubbing operations, shall be chipped, hauled, and stockpiled as directed by the Engineer. The stockpile location is at the NE corner of the intersection of Route 20 and the Rough and Ready Highway, a distance of approximately 4 miles from the project limits.

Full compensation for removing, chipping, hauling and stock piling woody debris and slash shall be considered as included in the contract lump sum price paid for clearing and grubbing and no separate payment will be made therefore.

At locations where there is no grading adjacent to a bridge or other structure, clearing and grubbing of vegetation shall be limited to 1.5 m outside the physical limits of the bridge or structure.

Existing vegetation outside the areas to be cleared and grubbed shall be protected from injury or damage resulting from the Contractor's operations.

Activities controlled by the Contractor, except cleanup or other required work, shall be confined within the graded areas of the roadway.

Nothing herein shall be construed as relieving the Contractor of the Contractor's responsibility for final cleanup of the highway as provided in Section 4-1.02, "Final Cleaning Up," of the Standard Specifications.

Existing exposed boulders within 6 meters from the control line of the Nevada Irrigation District pipeline between approximately "B" Line Station 1+80 and 2+23 shall be broken up, removed and disposed of outside the highway right of way. Boulders at this location shall be removed before performing any earthwork operations of the flume structure construction. Broken up boulders maybe disposed of in embankments in conformance with the provisions in Section 19, "Earthwork," of the Standard Specifications.

Full compensation for breaking up, removal and disposal of boulders shall be considered as included in the contract lump sum price paid for clearing and grubbing and no additional compensation will be allowed therefore.

Improvements remaining either wholly or partially within the highway right of way, including, but not limited to, sheds, stables, buildings, foundations, and slabs above ground, shall be demolished and removed as part of the work included under clearing and grubbing.

The State reserves the right to salvage materials from the improvements prior to the date set for opening of bids.

The general locations of these improvements are as follows:

- A. Left 25 m, Station "S" 102+90 to "S" 103+15.

The Contractor shall not dispose of the improvements or materials therefrom by sale, gift or in any manner whatsoever to the general public at the site, provided however, that this provision shall not be construed as limiting or prohibiting the sale or disposal of the improvements or materials at the site to duly licensed contractors or material vendors, and provided that the materials are removed from the improvement by the State's Contractor. Removal of buildings as a unit, or in sections capable of reassembly as a structure, is expressly prohibited.

Full compensation for demolition, removal, and disposal of the facilities specified herein shall be considered as included in the contract lump sum price paid for clearing and grubbing and no additional compensation will be allowed therefor.

### **10-1.31 WATERING**

Developing a water supply and applying watering shall conform to the provisions in Section 17, "Watering," of the Standard Specifications.

### **10-1.32 EARTHWORK**

Earthwork shall conform to the provisions in Section 19, "Earthwork," of the Standard Specifications and these special provisions.

Attention is directed to the Optional Disposal Site in the Information Handout.

Earthwork shall consist of excavating and removing rock, durable rocky material and earthen material as shown on the plans using hydraulic hammers, pneumatic hammers, roadway excavation techniques, controlled blasting or other methods approved by the Engineer in writing.

Rocky material and boulders encountered and excavated during earthwork operations may require material transporting, stockpiling and processing to achieve the quantities necessary and suitable for use in embankment construction. Attention is directed to Sections 19-5, "Compaction" and 19-6, "Embankment Construction" of the Standard Specifications and these special provisions.

At the option of the Contractor, controlled blasting may be used for roadway excavation, drainage excavation and structure excavation in conformance with the requirements of these special provisions.

Geotechnical reports are available to the Contractor in the Materials Information handouts for this project.

No blasting shall be performed within 370 meters of a structure where concrete has been placed within the previous 72 hours.

Final excavation slopes shall be left in a rough condition using a tracked vehicle or serration device. The use of cutting edges, such as grader blades, shall not be used for the final cutting of these slopes.

Embankment slopes shall be roughened using a tracked vehicle. Tracking shall be perpendicular to the slope.

Full compensation for roughening excavation and embankment slopes shall be considered as included in the contract price paid per cubic meter for roadway excavation and no additional compensation will be allowed therefor.

The Engineer will be reviewing the excavations of the Nevada Irrigation District flume structure support foundation by conducting a site investigation to verify the bearing values of the existing soil. The Contractor shall allow at least one day for the Engineer to review the excavations in this portion of work. The Contractor shall notify the Engineer at least 5 working days in advance of the scheduled completion of the flume structure excavation work. Full compensation for conforming to the requirements of these special provisions shall be considered as included in the contract price paid per cubic meter for structure excavation and no additional compensation will be allowed therefore.

Surplus excavated material shall become the property of the Contractor and shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Where a portion of the existing surfacing is to be removed, the outline of the area to be removed shall be cut on a neat line with a power-driven saw to a minimum depth of 50 mm before removing the surfacing. Full compensation for cutting the existing surfacing shall be considered as included in the contract price paid per cubic meter for roadway excavation and no additional compensation will be allowed therefor.

Reinforcement or metal attached to reinforced concrete rubble placed in embankments shall not protrude above the grading plane. Prior to placement within 0.6-m below the grading plane of embankments, reinforcement or metal shall be trimmed to no greater than 20 mm from the face of reinforced concrete rubble. Full compensation for trimming reinforcement or metal shall be considered as included in the contract prices paid per cubic meter for the types of excavation shown in the Engineer's estimate, or the contract prices paid for furnishing and placing imported borrow or embankment material, as the case may be, and no additional compensation will be allowed therefor.

Embankment settlement periods shall conform to the provisions in Section 19-6.025, "Settlement Period," of the Standard Specification and these provisions.

Settlement periods are required for the bridge approach embankments at the bridges listed in the following table.

At the bridge abutments listed in the following table, excavation for the footings, drilling holes for cast-in-place piles, or driving the foundation piles at each location shall not be done until the expiration of the settlement period for the embankment at the adjacent abutment of the same structure or an adjacent structure.

Surcharge embankments shall be constructed at or above the grading plane where listed in the following table:

Bridge Name or Number	Abutment Number	Bent Number	Surcharge Height (meters)	Settlement Period (days)
17-0105	1		0.0	60
17-0105	4		0.0	60

\* At this location, the surcharge embankment shall be constructed by extending the grading plane (GP) in the "Elevation" view of the "Bridge Embankment Surcharge" detail of Standard Plan A62B horizontally to the centerline of abutment.

Following embankment construction the Contractor shall notify the Engineer to begin settlement monitoring. The Engineer will monitor and record weekly survey hub elevations set within the grading plane until settlement has ceased.

The duration of the required settlement period at each location will be determined by the Engineer. The estimated duration of the settlement periods are listed in the tables of settlement data. The Engineer may order an increase or decrease in any settlement period. An ordered increase or decrease in any settlement period will result in an increase or decrease in the number of contract working days if the settlement period involved is considered to be the current controlling operation in conformance with the provisions in Section 8-1.06, "Time of Completion," of the Standard Specifications. Adjustments of contract time due to increases or decreases in settlement periods will be made by contract change order.

If the Contractor elects to use the "Weep Hole and Geocomposite Drain" alternative where permitted on the plans, the geocomposite drain shall conform to the details shown on the plans and the following:

- A. Attention is directed to "Engineering Fabrics" under "Materials" of these special provisions.
- B. Geocomposite drain shall consist of a manufactured core not less than 6.35 mm thick nor more than 50 mm thick with one or both sides covered with a layer of filter fabric that will provide a drainage void. The drain shall produce a flow rate, through the drainage void, of at least 25 liters per minute per meter of width at a hydraulic gradient of 1.0 and a minimum externally applied pressure of 168 kPa.
- C. A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications shall be furnished for the geocomposite drain certifying that the drain produces the required flow rate and complies with these special provisions. The Certificate of Compliance shall be accompanied by a flow

capability graph for the geocomposite drain showing flow rates for externally applied pressures and hydraulic gradients. The flow capability graph shall be stamped with the verification of an independent testing laboratory.

- D. Filter fabric for the geocomposite drain shall conform to the provisions for fabric for underdrains in Section 88, "Engineering Fabrics," of the Standard Specifications.
- E. The manufactured core shall be either a prefabricated grid of embossed plastic, a mat of random shapes of plastic fibers, a drainage net consisting of a uniform pattern of polymeric strands forming 2 sets of continuous flow channels, or a system of plastic pillars and interconnections forming a semirigid mat.
- F. The core material and filter fabric shall be capable of maintaining the drainage void for the entire height of geocomposite drain. Filter fabric shall be integrally bonded to the side of the core material with the drainage void. Core material manufactured from impermeable plastic sheeting having nonconnecting corrugations shall be placed with the corrugations approximately perpendicular to the drainage collection system.
- G. The geocomposite drain shall be installed with the drainage void and the filter fabric facing the embankment. The fabric facing the embankment side shall overlap a minimum of 75 mm at all joints and wrap around the exterior edges a minimum of 75 mm beyond the exterior edge. If additional fabric is needed to provide overlap at joints and wrap-around at edges, the added fabric shall overlap the fabric on the geocomposite drain at least 150 mm and be attached thereto.
- H. Should the fabric on the geocomposite drain be torn or punctured, the damaged section shall be replaced completely or repaired by placing a piece of fabric that is large enough to cover the damaged area and provide a minimum 150-mm overlap.
- I. Plastic pipe shall conform to the provisions for edge drain pipe and edge drain outlets in Section 68-3, "Edge Drains," of the Standard Specifications.
- J. Treated permeable base to be placed around the slotted plastic pipe at the bottom of the geocomposite drain shall be cement treated permeable base conforming to the provisions for cement treated permeable base in Section 29, "Treated Permeable Bases," of the Standard Specifications and these special provisions.
- K. The treated permeable base shall be enclosed with a high density polyethylene sheet or PVC geomembrane, not less than 250  $\mu\text{m}$  thick, which is bonded with a suitable adhesive to the concrete and geocomposite drain. Surfaces to receive the polyethylene sheet shall be cleaned before applying the adhesive. The treated permeable base shall be compacted with a vibrating shoe type compactor.

Earthwork performed in the construction of the Nevada Irrigation District flume support structures, including flume inlet and outlet structures, will be measured and paid for by the cubic meter as structure excavation and by the cubic meter as structure backfill, respectively.

Excavation performed for the realignment of the Nevada Irrigation District earthen canal will be measured and paid for by the cubic meter as ditch excavation and will be computed in the same manner specified for roadway excavation in Section 19-4.02, "Measurement," of the Standard Specifications on the basis of the planned cross section and the measured ground surface.

Backfilling of existing irrigation canal will be measured and paid for by the cubic meter as canal backfill and will be computed in the same manner specified for roadway excavation in Section 19-2.08, "Measurement," of the Standard Specifications on the basis of the planned or authorized cross section and the measured ground surface.

Excavation and grading operations required in the construction of the Nevada Irrigation District maintenance vehicle access at the locations shown on the plans will be measured and paid for by the cubic meter as roadway excavation and will be computed in the same manner specified for roadway excavation in Section 19-2.08, "Measurement," of the Standard Specifications on the basis of the planned or authorized cross section and the measured ground surface.

If structure excavation or structure backfill for bridges is not otherwise designated by type and payment for the structure excavation or structure backfill has not otherwise been provided for in the Standard Specifications or these special provisions, the structure excavation or structure backfill will be measured and paid for as structure excavation (Type D) or structure backfill (bridge), respectively.

Structure excavation designated as (Type D), for footings at the locations shown on the plans, will be measured and paid for as structure excavation (Type D). Ground water or surface water is expected to be encountered at these locations, but seal course concrete is not shown or specified.

The bottom of bridge footings shall be cast on bedrock, as determined by the Engineer. Additional excavation and footing thickness that is below the specified bottom of footing, as shown on the plans, to obtain bearing on bedrock will be paid as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

### **CONTROLLED BLASTING**

Controlled blasting shall conform to all Federal, State, and local regulations, Sections 7-1.10, "Use Of Explosives," and 19-2.03, "Blasting," of the Standard Specifications, these special provisions and as directed by the Engineer.

No blasting operation, including drilling, shall start until the Engineer has reviewed and approved the controlled blasting plan in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications.

The Contractor shall control project blasting so that fly rock, ground vibrations, air noise levels do not exceed the requirements of these special provisions.

The Contractor shall be responsible for all damage resulting from blasting.

Controlling fly rock, ground vibrations, air noise levels as specified herein shall not relieve the Contractor of the responsibility for assuring the complete safety of the operation.

### **Personnel Qualifications**

Blasting supervisors (blaster in charge) shall have a minimum of 10 years of documented experience directly related to the specific types of blasting they are supervising.

All blasters and supervisors shall be properly qualified and licensed in conformance with applicable federal, state, and local government regulations.

The Contractor shall retain the services of a certified engineering geologist, certified geophysicist or licensed engineering consultant with at least 10 years documented experience in monitoring blasting operations and interpreting ground vibration, air overpressure and underwater blasting noise for similar construction projects.

The Contractor shall retain the services of a licensed blasting consultant with a minimum of 10 years documented experience in preparing controlled blasting designs to review the proposed controlled blasting plan.

### **Controlled blasting plan**

The Contractor shall submit a written controlled blasting plan to the Engineer for approval.

The controlled blasting plan shall include provisions for performing and monitoring test blasting and controlled blasting.

The controlled blasting plan shall include copies of required licensing and documentation for blasting supervisors, blasting personnel and blasting consultant.

Within the controlled blasting plan, all individual controlled blasting plans, (including test blasting), and revisions to these plans shall be reviewed by and covered with a signed review letter by the blasting consultant. The blasting consultant will not be required to sign individual controlled blasting plans provided they are signed by an on-site licensed blaster.

Controlled blasting, including test blasting and drilling, shall not commence until the Contractor has received written approval from the Engineer for the Contractor's controlled blasting plan.

The controlled blasting plan shall provide for limiting the maximum peak particle velocity of any one of the three mutually perpendicular components of ground motion in the vertical and horizontal directions, or their resultant, to 50 mm/second, air noise to 125 dBc and for controlling fly rock during blasting.

The Contractor shall use appropriate blast hole patterns, detonation systems, and stemming to prevent venting of blasts, to control air noise and fly rock produced by blasting operations.

The controlled blasting plan shall indicate the type and method of instrumentation proposed to determine maximum peak particle velocity and air noise levels.

The controlled blasting plan shall contain pre-blast survey reports in conformance with "Pre-Blast Condition Survey" of this special provision.

Within 60 days after approval of the contract, the Contractor shall submit 3 copies of the controlled blasting plan to the Engineer. The Engineer will have 15 days to review the controlled blasting plan. If revisions are required, as determined by the Engineer, the Contractor shall revise and resubmit the controlled blasting plan within 10 days of receipt of the Engineer's comments. The Engineer will have 15 days to review the revisions. Upon the Engineer's approval of the controlled blasting plan, 3 additional copies of the controlled blasting plan incorporating the required changes shall be submitted to the Engineer. Minor changes or clarifications to the initial submittal may be made and attached as amendments to the controlled blasting plan. An updated signed review letter from the blasting consultant shall be attached to any updates, revisions or amendments to the controlled blasting plan.

Approval of the Contractor's controlled blasting plan or blasting procedures shall not relieve the Contractor of any responsibilities under the contract for assuring the complete safety of all project operations or for the successful completion of the work in conformity with the requirements of the plans and specifications.

### **Pre-Blast Condition Survey**

The Contractor shall make and document a pre-blast survey of all structures and buildings within a 370 meters radius of the blast site(s).

The survey method used shall be acceptable to the Contractor's insurance company.

The Contractor shall make a pre-blast survey within 45 calendar days in advance of the planned commencement or resumption of blasting operations. Pre-blast records shall be made available to the Engineer for review.

The Contractor shall give written notice of controlled blasting to occupants of local buildings a minimum of 7 days in advance of starting or restarting blasting operations.

The pre-blast survey shall, as a minimum, contain the following:

- A. The name of the person making the inspection.
- B. The names of the property owner and occupants, the addresses of the property, the date and time of the inspection.
- C. A complete description of the structure(s) or other improvement(s) including culverts and bridges.
- D. A detailed interior inspection with each interior room (including attic and basement spaces) designated and described. All existing conditions of the walls, ceiling and floor such as cracks, holes and separations shall be noted.
- E. A detailed exterior inspection fully describing the existing conditions of all foundations, walls, roofs, doors, windows, and porches.
- F. A detailed listing, inspection and documentation of existing conditions of garages, outbuildings, sidewalks and driveways.
- G. A detailed inspection of the completed portions of the structure. All existing conditions such as cracks, holes, and separations shall be noted.
- H. A detailed listing of highway signposts, light fixtures and overhead power lines and support structures for overhead power lines.
- I. A survey of any wells or other private water supplies including total depth and existing water surface levels.

The Contractor shall perform a re-survey of all locations whenever blasting operations are either suspended longer than 45 calendar days or terminated.

The documentation may consist of either a written report, or videotape with voice narration. The videotape, if used, must include date and time displayed on the image.

The Contractor shall provide copies of the pre-blast inspection report or videotape documentation to the Engineer at the time that the controlled blasting plan is submitted.

#### **Monitoring**

The Contractor shall monitor all blasts for fly rock, ground motion and air noise.

The results of test blast shall contain adequate information for estimating the peak particle velocity and air noise that will be produced by controlled blasting.

Production blasting shall not start until a test blast meets the peak particle velocity and air noise limits in the controlled blasting plan and this special provision.

The Contractor shall furnish a permanent, signed and dated monitoring record of peak particle velocity readings and air noise readings to the Engineer for review and approval within 24 hours after the test blast or production blast. The next blast shall not be performed until after the Engineer has approved the monitoring record.

Blasting monitoring records shall include the following:

- A. Identification of instrument used.
- B. Name of qualified observer and interpreter.
- C. Distance and direction of recording station from blast area.
- C. Type of ground at recording station and material on which instrument is sitting.
- E. Maximum peak particle velocity in each component.
- F. A dated and signed copy of seismograph readings record.
- F. Air noise readings.

#### **Fly Rock Control**

Before the firing of any blast the Contractor shall cover the rock to be blasted with approved blasting mats, soil, or other equally serviceable material, to prevent fly rock.

If fly rock leaves the blast site all blasting operations shall immediately cease until a qualified blasting consultant hired by the Contractor reviews the site and determines the cause and solution to the fly rock problem. Before blasting is restarted, the Contractor shall submit to the Engineer for approval a written report revising the controlled blasting plan. Revised controlled blasting plan shall conform to the requirements of this special provision. Blasting shall not be restarted until the Engineer approves controlled blasting plan revisions.

If fly rock leaves the blasting site and lands on the adjacent roadway the Contractor will be responsible for immediately clearing all lanes of fly rock.

#### **Shot Guarding**

During controlled blasting operations, the Contractor shall restrict construction equipment and roadway traffic through the blasting area.

The Contractor shall provide blasting guards and station them around the blasting area during controlled blasting.

### **Ground Vibration Control**

The Contractor shall control ground vibrations by the use of properly designed delay sequences and allowable charge weights per delay.

Allowable charge weights per delay shall be based on ground vibration levels that will not cause damage. The Contractor shall perform test blasts to select allowable charge weights per delay by measuring peak particle velocity levels.

The test blast and production blasting shall be required to limit ground vibrations to a peak particle velocity of 50 mm/second.

The Contractor shall select proper control methods to limit over-break.

The Contractor shall have full responsibility to control over-break.

During blasting, the Contractor shall employ a qualified seismologist, subject to the approval of the Engineer. The seismologist shall interpret the seismograph records after each blast to ensure that the seismograph data are utilized effectively in the control of the blasting operations.

During blasting operations at least one seismograph shall be used. The seismograph used shall be capable of recording particle velocities for three mutually perpendicular components of vibration in the range generally found with controlled blasting. The instrument shall be placed between the nearest structure and the blast site. The Contractor shall furnish a permanent, signed and dated record of ground vibration readings to the Engineer immediately after each shot.

### **Air Noise Control**

The Contractor shall use appropriate blast hole patterns, detonation systems, and stemming to prevent venting of blasts and to limit air noise levels produced by controlled blasting operations.

The equipment used to make air noise measurements shall be the type specifically manufactured for that purpose.

Air noise measuring equipment shall be installed in the same locations as seismographs, between the main blasting area and the nearest structure or at locations directed by the Engineer.

Air noise levels shall be held below 125 dBc (decibels) at the nearest structure or designated location.

The decibel level limit specified herein shall be lowered if property damage or unresolved public complaints are received after each test blast or controlled blast.

The Contractor shall furnish a permanent, signed and dated record of air noise readings to the Engineer immediately after each shot.

### **Suspension Of Work**

The Engineer may immediately suspend controlled blasting operations for any of the following:

- A. Safety precautions, monitoring equipment or traffic control measures are inadequate.
- B. Ground motion particle velocity or air noise levels exceed the limits specified.
- C. Controlled blasting plan or revisions have not been approved.
- D. Required records are not being kept.
- E. Monitoring reporting is not being performed as specified.
- D. Excessive over-break as determined by the Engineer.
- E. Flyrock leaves the blast site.

Suspension of controlled blasting operations shall in no way relieve the Contractor of responsibilities under the terms of this contract.

Controlled blasting operations shall not resume until modifications have been made to the controlled blasting plan to correct the conditions that resulted in the suspension.

### **Public Complaints**

Public complaints concerning blasting shall be accurately recorded and immediately addressed by the Contractor and shall include the following:

- A. Name and address of complainant.
- B. Date, time, and nature of complaint.
- B. Dated photo or video documentation if physical damage complaint is involved.
- C. Name of person receiving complaint.
- D. Complaint investigation conducted.
- E. Resolution of complaint.

The Contractor shall make the written complaint report available to the Engineer as soon as practical, but no later than at the beginning of the following day's work shift.

### **Project Blasting Records**

The Contractor shall keep accurate records of each blast. Project blasting records shall be made available to the Engineer at all times and shall contain the following data as a minimum:

- A. Blast identification by numerical and chronological sequence.
- B. Location (referenced to stationing), date and time of blast
- C. Type of material blasted.
- D. Number of holes.
- E. Diameter, depth and spacing of holes.
- F. Logs of drill hole characteristics.
- G. Height or length of stemming.
- H. Types of explosives used.
- I. Type of caps used and delay periods used.
- J. Total amount of explosives used.
- K. Maximum amount of explosives per delay period of 9 milliseconds or greater.
- L. Powder factor (pounds of explosive per cubic meter of material blasted).
- M. Method of firing type.
- N. Weather conditions, including wind direction.
- O. Direction and distance to nearest structure or structures of concern.
- P. Type and method of instrumentation.
- Q. Location and placement of instruments.
- R. Instrumentation records and calculations for determination of peak particle velocity and air noise.
- S. Measures taken to limit peak particle velocity, air noise and fly rock.
- T. Any unusual circumstances or occurrences during blast.
- U. Measures to limit over-break.
- V. Name of Contractor.
- W. Name and signature of responsible blaster.

Completed complaint reports shall be attached to corresponding blast records.

Project blasting records shall include complete pre-blasting and post-blasting survey records.

Within 10 days of conclusion of controlled blasting operations the Contractor shall furnish 3 copies of all project blasting records to the Engineer.

### **MEASUREMENT AND PAYMENT**

Full compensation for controlled blasting, including controlled blasting plan, pre-blast and post-blast surveys, test blasting, monitoring and reporting, shall be considered as included in the contract prices paid per cubic meter for the various types of excavation involved and no additional compensation will be allowed therefor.

#### **10-1.33 CONTROLLED LOW STRENGTH MATERIAL**

Controlled low strength material shall consist of a workable mixture of aggregate, cementitious materials, and water and shall conform to the provisions for slurry cement backfill in Section 19-3.062, "Slurry Cement Backfill," of the Standard Specifications and these special provisions.

At the option of the Contractor, controlled low strength material may be used as structure backfill for pipe culverts, except that controlled low strength material shall not be used as structure backfill for culverts having a diameter or span greater than 6.1 m.

When controlled low strength material is used for structure backfill, the width of the excavation shown on the plans may be reduced so that the clear distance between the outside of the pipe and the side of the excavation, on each side of the pipe, is a minimum of 300 mm. This minimum may be reduced to 150 mm when the height of cover is less than or equal to 6.1 m or the pipe diameter or span is less than 1050 mm.

Controlled low strength material in new construction shall not be permanently placed higher than the basement soil. For trenches in existing pavements, permanent placement shall be no higher than the bottom of the existing pavement permeable drainage layer. If a drainage layer does not exist, permanent placement in existing pavements shall be no higher than 25 mm below the bottom of the existing asphalt concrete surfacing or no higher than the top of base below the existing portland cement concrete pavement. The minimum height that controlled low strength material shall be placed, relative to the culvert invert, is 0.5 diameter or 0.5 height for rigid culverts and 0.7 diameter or 0.7 height for flexible culverts.

When controlled low strength material is proposed for use, the Contractor shall submit a mix design and test data to the Engineer for approval prior to excavating the trench for which controlled low strength material is proposed for use. The test data and mix design shall provide for the following:

- A. A 28-day compressive strength between 345 kPa and 690 kPa for pipe culverts having a height of cover of 6.1 m or less and a minimum 28-day compressive strength of 690 kPa for pipe culverts having a height of cover greater than 6.1 m. Compressive strength shall be determined in conformance with the requirements in ASTM Designation: D 4832.
- B. Cement shall be any type of portland cement conforming to the requirements in ASTM Designation: C 150; or any type of blended hydraulic cement conforming to the requirements in ASTM Designation: C 595M or the physical requirements in ASTM Designation: C 1157M. Testing of cement will not be required.
- C. Admixtures may be used in conformance with the provisions in Section 90-4, "Admixtures," of the Standard Specifications. Chemical admixtures containing chlorides as Cl in excess of one percent by mass of admixture, as determined in conformance with the requirements of California Test 415, shall not be used. If an air-entraining admixture is used, the maximum air content shall be limited to 20 percent. Mineral admixtures shall be used at the Contractor's option.

Materials for controlled low strength material shall be thoroughly machine-mixed in a pugmill, rotary drum or other approved mixer. Mixing shall continue until the cementitious material and water are thoroughly dispersed throughout the material. Controlled low strength material shall be placed in the work within 3 hours after introduction of the cement to the aggregates.

When controlled low strength material is to be placed within the traveled way or otherwise to be covered by paving or embankment materials, the material shall achieve a maximum indentation diameter of 76 mm prior to covering and opening to public traffic. Penetration resistance shall be measured in conformance with the requirements in ASTM Designation: D 6024.

Controlled low strength material used as structure backfill for pipe culverts or irrigation facilities will be considered structure backfill for compensation purposes.

#### **10-1.34 MOVE-IN/MOVE-OUT (EROSION CONTROL)**

Move-in/move-out (erosion control) shall include moving onto the project when an area is ready to receive erosion control as determined by the Engineer, setting up all required personnel and equipment for the application of erosion control materials and moving out all personnel and equipment when erosion control in that area is completed.

When areas are ready to receive applications of erosion control (Types Stabilized Fiber Matrix or D), as determined by the Engineer, the Contractor shall begin erosion control work in that area within 5 working days of the Engineer's notification to perform the erosion control work.

Attention is directed to the requirements of erosion control (Types Stabilized Fiber Matrix or D) elsewhere in these special provisions.

Quantities of move-in/move-out (erosion control) will be determined as units from actual count as determined by the Engineer. For measurement purposes, a move-in followed by a move-out will be considered as one unit.

The contract unit price paid for move-in/move-out (erosion control) shall include full compensation for furnishing all labor, materials (excluding erosion control materials), tools, equipment, and incidentals and for doing all the work involved in moving in and removing from the project all personnel and equipment necessary for application of erosion control (Types Stabilized Fiber Matrix or D), as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

No adjustment of compensation will be made for any increase or decrease in the quantities of move-in/move-out (erosion control) required, regardless of the reason for the increase or decrease. The provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications shall not apply to the item of move-in/move-out (erosion control).

#### **10-1.35 EROSION CONTROL (TYPE D)**

Erosion control (Type D) shall conform to the provisions in Section 20-3, "Erosion Control," of the Standard Specifications and these special provisions and shall consist of applying erosion control materials to embankment and excavation slopes and other areas disturbed by construction activities.

Erosion control (Type D) shall be applied when an area is ready to receive erosion control as determined by the Engineer and in conformance with the provisions in "Move-in/Move-out (Erosion Control)" of these special provisions.

Prior to installing erosion control materials, soil surface preparation shall conform to the provisions in Section 19-2.05, "Slopes," of the Standard Specifications, except that rills and gullies exceeding 50 mm in depth or width shall be leveled. Vegetative growth, temporary erosion control materials, and other debris shall be removed from areas to receive erosion control.

**MATERIALS**

Materials shall conform to the provisions in Section 20-2, "Materials," of the Standard Specifications and these special provisions.

**Seed**

Seed shall conform to the provisions in Section 20-2.10, "Seed," of the Standard Specifications. Individual seed species shall be measured and mixed in the presence of the Engineer.

Seed shall be delivered to the project site in unopened separate containers with the seed tag attached. Containers without a seed tag attached will not be accepted.

A sample of approximately 30 g of seed will be taken from each seed container by the Engineer.

**Legume Seed**

Legume seed shall be pellet-inoculated or industrial-inoculated and shall conform to the following:

- A. Inoculated seed shall be inoculated in conformance with the provisions in Section 20-2.10, "Seed," of the Standard Specifications.
- B. Inoculated seed shall have a calcium carbonate coating.
- C. Industrial-inoculated seed shall be inoculated with Rhizobia and coated using an industrial process by a manufacturer whose principal business is seed coating and seed inoculation.
- D. Industrial-inoculated seed shall be sown within 180 calendar days after inoculation.
- E. Legume seed shall be seed collected in California and shall consist of the following:

**LEGUME SEED**

Botanical Name (Common Name)	Percent Germination (Minimum)	Kilograms Pure Live Seed Per Hectare (Slope Measurement)
Lupinus bicolor (Pigmy-Leaved Lupine)	50	5.0
Lupinus succulentus (Arroyo Lupine)	50	31.0
Lotus purshianus Spanish Clover	40	3.0

**Non-Legume Seed**

Non-legume seed shall be seed collected in California and shall consist of the following:

**NON-LEGUME SEED**

Botanical Name (Common Name)	Percent Germination (Minimum)	Kilograms Pure Live Seed Per Hectare (Slope Measurement)
Achillea millefolium (White Yarrow)	70	1.0
Bromus carinatus (Native California Brome)	60	5.0
Elymus glaucus (Blue Wildrye)	60	11.0
Eschscholzia californica (California Poppy)	40	2.0
Lasthenia glabrata (Goldfields)	45	9.0
Mimulus aurantiacus (Sticky Monkeyflower)	40	1.0
Muhlenbergia rigens (Deergrass)	50	1.0
Nassella pulchra (Purple Needlegrass)	50	6.0
Nemophila menziesii (Baby Blue Eyes)	40	2.0
Poa secunda (Pine Bluegrass)	50	6.0

**Commercial Fertilizer**

Commercial fertilizer shall conform to the provisions in Section 20-2.02, "Commercial Fertilizer," of the Standard Specifications and shall have a guaranteed chemical analysis of 6-7 percent nitrogen, 1-2 percent phosphoric acid and 3-4 percent water soluble potash.

**Straw**

Straw shall conform to the provisions in Section 20-2.06, "Straw," of the Standard Specifications and these special provisions.

Straw shall be derived from rice.

Straw shall be free of plastic, glass, metal, rocks, and refuse or other deleterious material.

**Compost**

At the option of the Contractor, compost may be either A, B, or any combination of both:

- A. Green material consisting of chipped, shredded, or ground vegetation; or clean processed recycled wood products.
- B. Class A, exceptional quality biosolids composts, conforming to the requirements in United States Environmental Protection Agency (EPA) regulation 40 CFR, Part 503c.

Compost shall not contain paint, petroleum products, herbicides, fungicides or other chemical residues harmful to plant or animal life. Other deleterious material, plastic, glass, metal or rock shall not exceed 0.1-percent by weight or volume.

Compost shall be thermophilically processed for 15 days. During this process, the compost shall be maintained at minimum internal temperature of 55°C and be thoroughly turned at least 5 times. A 90-day curing period shall follow the thermophilic process.

Compost shall be screened through a screen no larger than 12 mm.

Compost shall measure at least 6 on the maturity and stability scale with a Solvita test kit.

A Certificate of Compliance for compost shall be furnished to the Engineer in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications. The Certificate of Compliance shall state the Solvita maturity and stability scale test result of the compost.

**Stabilizing Emulsion**

Stabilizing emulsion shall conform to the provisions in Section 20-2.11, "Stabilizing Emulsion," of the Standard Specifications and these special provisions.

Stabilizing emulsion shall be in a dry powder form, may be reemulsifiable, and shall be a processed organic adhesive used as a soil tackifier.

**APPLICATION**

Erosion control materials shall be applied in separate applications in the following sequence:

- A. The following mixture in the rates indicated shall be applied with hydro-seeding equipment within 60 minutes after the seed has been added to the mixture:

Material	Kilograms Per Hectare (Slope Measurement)
Legume Seed	39
Non-Legume Seed	44
Fiber	400
Stabilizing Emulsion (Solids)	200

Material	Cubic Meter Per Hectare (Slope Measurement)
Compost	8

- B. The Contractor may dry apply compost at the total of the rates specified in the preceding table and the following table instead of including it as part of the hydro-seeding operations. In areas where the compost is dry applied, all compost for that area shall be applied before the next operation.
- C. Straw shall be applied at the rate of 4.5 tonnes per hectare based on slope measurements. Incorporation of straw will not be required. Straw shall be distributed evenly without clumping or piling.
- D. The following mixture in the rates indicated shall be applied with hydro-seeding equipment:

Material	Kilograms Per Hectare (Slope Measurement)
Fiber	600
Commercial Fertilizer	400
Stabilizing Emulsion (Solids)	200

Material	Cubic Meter Per Hectare (Slope Measurement)
Compost	8

The ratio of total water to total stabilizing emulsion in the mixture shall be as recommended by the manufacturer.

Once straw work is started in an area, stabilizing emulsion applications shall be completed in that area on the same working day.

The rates of erosion control materials may be changed by the Engineer to meet field conditions.

**MEASUREMENT AND PAYMENT**

Compost (erosion control) will be measured by the cubic meter in the vehicle at the point of delivery in conformance with the provisions in Section 9-1.01, "Measurement of Quantities," of the Standard Specifications.

The contract price paid per cubic meter for compost (erosion control) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in applying compost for erosion control, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

**10-1.36 FIBER ROLLS**

Fiber rolls shall conform to the details shown on the plans and these special provisions.

## **MATERIALS**

Fiber rolls shall consist of one of the following:

- A. Fiber rolls shall be constructed on the project site with manufactured blankets consisting of one or a combination of wood excelsior, rice, wheat or coconut fibers. The blanket shall measure approximately 2.0 m to 2.4 m wide by 20 m to 29 m in length. Wood excelsior material shall have individual fibers, 80 percent of which shall be 150 mm or longer in fiber length. The blanket shall have a biodegradable jute, sisal or coir fiber netting on at least one side. The blanket shall be rolled on the blanket's width and secured with jute twine spaced 2 m apart along the roll for the full length and 150 mm from each end of the individual rolls. The blanket shall be rolled so that the netting is on the outside of the finished roll. The finished roll diameter shall be a minimum of 175 mm and a maximum of 225 mm and shall weigh not less than 1.3 kg/m.
- B. Fiber rolls shall be pre-manufactured rice fiber rolls encapsulated within a biodegradable jute sisal or coir fiber netting. Each roll shall be a minimum of 200 mm and a maximum of 250 mm in diameter and 3 m to 6 m in length and shall weigh not less than 1.6 kg/m. The netting shall be ultraviolet (UV) degradable plastic. The netting shall have a minimum durability of one year after installation. The netting shall be secured tightly at each end of the individual rolls.
- C. Stakes shall be fir or pine and shall be a minimum of 25 mm x 25 mm x 600 mm in length.

## **INSTALLATION**

Fiber rolls shall be joined tightly together to form a single linear roll that is installed approximately parallel to the slope contour. Fiber rolls shall be installed prior to the application of other erosion control materials.

Furrows shall be constructed approximately parallel to the slope contour, to a depth of 50 mm to 100 mm, and at a sufficient width to hold the fiber rolls.

Fiber roll shall be placed 3.0 m apart along the slope for slope inclination (vertical:horizontal) of 1:2 and steeper, 4.5 m apart along the slope for slope inclination between 1:2 and 1:4, 6.0 m apart along the slope for slope inclination between 1:4 and 1:10, and a maximum of 15 m apart along the slope for slope inclination of 1:10 and flatter.

Rolls shall be installed in the furrows with the first row installed 1.5 m above the toe of slope. Individual rolls shall be placed with adjacent ends butted firmly to each other to create a continuous linear roll.

Stakes shall be installed 600 mm apart along the total length of the rolls and 125 mm from the end of each individual roll. Stakes shall be driven flush or a maximum of 50 mm above the roll.

Fiber roll shall be installed prior to the application of other erosion control or soil stabilization materials in the same area.

## **MAINTENANCE**

Fiber roll shall be maintained to disperse concentrated water runoff and to reduce runoff velocities. Split, torn, or unraveling rolls shall be repaired or replaced. Broken or split stakes shall be replaced. Sagging or slumping fiber rolls shall be repaired with additional stakes or replaced. Locations where rills and other evidence of concentrated runoff have occurred beneath the rolls shall be corrected.

Fiber roll shall be repaired or replaced on the same day when the damage occurs. Damage to the fiber rolls resulting from the Contractor's vehicles, equipment, or operations shall be repaired at the Contractor's expense.

## **MEASUREMENT AND PAYMENT**

Fiber rolls will be measured by the meter from end to end along the centerline of the installed rolls.

The contract price paid per meter for fiber rolls shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in installing fiber rolls, complete in place, including stakes, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by

### **10-1.37 EROSION CONTROL (TYPE STABILIZED FIBER MATRIX)**

Erosion control (Type Stabilized Fiber Matrix) shall conform to the provisions in Section 20-3, "Erosion Control," of the Standard Specifications and these special provisions and shall consist of applying erosion control materials to embankment and excavation slopes and other areas disturbed by construction activities

Erosion control (Type Stabilized Fiber Matrix) shall be applied when an area is ready to receive erosion control as determined by the Engineer and in conformance with the provisions in "Move-in/Move-out (Erosion Control)" of these special provisions.

Prior to installing erosion control materials, soil surface preparation shall conform to the provisions in Section 19-2.05, "Slopes," of the Standard Specifications, except that rills and gullies exceeding 50 mm in depth or width shall be leveled. Vegetative growth, temporary erosion control materials, and other debris shall be removed from areas to receive erosion control.

## **MATERIALS**

Materials shall conform to the provisions in Section 20-2, "Materials," of the Standard Specifications and these special provisions.

### **Seed**

Seed for erosion control (Type Stabilized Fiber Matrix) shall conform to the provisions specified for seed in "Erosion Control (Type D)" of these special provisions.

### **Commercial Fertilizer**

Commercial fertilizer for erosion control (Type Stabilized Fiber Matrix) shall conform to the provisions specified for commercial fertilizer in "Erosion Control (Type D)" of these special provisions.

### **Compost**

Compost for erosion control (Type Stabilized Fiber Matrix) shall conform to the provisions specified for compost in "Erosion Control (Type D)" of these special provisions.

### **Stabilizing Emulsion**

Stabilizing emulsion for erosion control (Type Stabilized Fiber Matrix) shall conform to the provisions in Section 20-2.11, "Stabilizing Emulsion," of the Standard Specifications and these special provisions. Stabilizing Emulsion shall be nonflammable, non toxic to plants, animals and aquatic organisms, and shall have no growth or germination inhibiting factors.

Stabilizing Emulsion shall be a liquid formulation having polyacrylamide (PAM) as the primary functioning or active ingredient, and shall be available as a prepackaged product. The PAM shall be a linear, anionic copolymer of acrylamide and sodium acrylate, and shall meet or exceed United States Environmental Protection Agency standards for use in water purification. The residual monomer content of the PAM shall not exceed 0.05 percent by weight.

Stabilizing Emulsion shall conform to one of the following:

- A. Stabilizing Emulsion shall be formulated as an water-in-oil emulsion and shall contain a minimum of 0.30 kg pure PAM per liter. The pure PAM shall be a minimum of 30 percent active.
- B. Stabilizing Emulsion shall be formulated as a liquid dispersed polyacrylamide and shall contain a minimum of 0.53 kg pure PAM per liter. The pure PAM shall be a minimum of 35 percent active.

The prepackaged product shall be labeled as to the above and shall be indicated that the PAM is registered and approved by the California Department of Food and Agriculture as an auxiliary soil and plant substance, and non plant food ingredient.

If requested by the Engineer, the manufacturer shall provide certification of the percent of pure PAM present by weight, the percent activity, the average molecular weight and the charge density of the PAM, and material safety data sheet (MSDS) for the prepackaged product.

### **Fiber**

Fiber for erosion control (Type Stabilized Fiber Matrix) shall be wood and conform to the provisions in Section 20-2.07, "Fiber," of the Standard Specifications and these special provisions. Fiber shall be long strand, thermo-mechanically processed from clean whole wood chips, containing a minimum of 25 percent of the fibers averaging 10 mm long, with a minimum of 50 percent or more retained on a #24 mesh screen. Inorganic (ash) content shall be no more than 1 percent. The wood chips shall be processed to contain no lead paint, printing ink, varnish, petroleum products, or seed germination inhibitors. Fiber shall not be produced from recycled materials such as sawdust, paper, cardboard, or chlorine bleached paper mill residue.

A coloring agent shall be added to the mixture to contrast with the area on which the erosion control (Type Stabilized Fiber Matrix) is applied. The coloring agent shall not include copper, mercury, or arsenic, and shall be biodegradable and non toxic.

A Certificate of Compliance for erosion control (Type Stabilized Fiber Matrix) shall be furnished to the Engineer in accordance with the provisions in Section 6-1.07, "Certificates of Compliance" of the Standard Specifications. The Certificate of Compliance shall include a list of pollutant indicators and potential pollutants not visually detectable. Monitoring for pollutants not visually detectable in storm water is required by the General Construction NPDES Permit for soil amendments, including soil stabilization products, and is further described under "Sampling and Analysis Plan for Non-Visible Pollutants" in the Storm Water Pollution Prevention Plan and Water Pollution Control Program Preparation Guide of the Caltrans Storm Water Quality Handbooks.

The Contractor shall provide written documentation certifying the erosion control (Type Stabilized Fiber Matrix) was applied in accordance with specified rates, including area of application, time of application, and quantities used.

**APPLICATION**

Erosion control materials shall be applied in separate applications in the following sequence:

- A. The following mixture in the rates indicated shall be applied with hydro-seeding equipment within 60 minutes after the seed has been added to the mixture:

Material	Kilograms Per Hectare (Slope Measurement)
Legume Seed	39
Non-Legume Seed	44
Fiber	1000
Commercial Fertilizer	400

Material	Liters Per Hectare (Slope Measurement)
Stabilizing Emulsion	47

Material	Cubic Meter Per Hectare (Slope Measurement)
Compost	48

- B. The Contractor may dry apply compost at the total of the rates specified in the preceding table instead of including it as part of the hydro-seeding operations.
- C. Prior to applying erosion control (Type Stabilized Fiber Matrix) water shall be applied to exposed soil areas that lack moisture. Water shall be applied with hydro-seeding equipment, in a uniform manner using the proper nozzle to disperse the flow such that the soil surface is wetted to a minimum depth of 10 mm. Water application shall not generate excessive runoff or create erosion.
- D. The dilution of fiber (kilograms) to water (liter) per hectare shall be as required to facilitate even application of material.
- E. Materials shall be applied to form a continuous mat covering 100 percent of the soil surface, shall have a minimum thickness of 2 mm, and shall have no gaps between the mat and the soil surface.
- F. Materials shall be applied from two or more directions to avoid shadowing effects and achieve a continuous mat.
- G. Materials shall be applied in layers to avoid slumping and aid drying.
- H. Materials shall be applied during dry weather and with a minimum of 24-hours of dry weather between completion of materials application and predicted precipitation.

The ratio of total water to total stabilizing emulsion in the mixture shall be as recommended by the manufacturer. The rates of erosion control materials may be changed by the Engineer to meet field conditions.

**MEASUREMENT AND PAYMENT**

Compost (erosion control) will be measured by the cubic meter in the vehicle at the point of delivery in conformance with the provisions in Section 9-1.01, "Measurement of Quantities," of the Standard Specifications.

The contract price paid per cubic meter for compost (erosion control) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in applying compost for erosion control, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Stabilizing emulsion (erosion control) (Type Stabilized Fiber Matrix) will be measured by the liter.

The contract price paid per liter for stabilizing emulsion (erosion control) (Type Stabilized Fiber Matrix) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in stabilizing emulsion (erosion control) (Type Stabilized Fiber Matrix), complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

### **10-1.38 AGGREGATE BASE**

Aggregate base shall be Class 2 and shall conform to the provisions in Section 26, "Aggregate Bases," of the Standard Specifications and these special provisions.

The restriction that the amount of reclaimed material included in Class 2 aggregate base not exceed 50 percent of the total volume of the aggregate used shall not apply. Aggregate for Class 2 aggregate base may include reclaimed glass. Aggregate base incorporating reclaimed glass shall not be placed at locations where surfacing will not be placed over the aggregate base.

### **10-1.39 REPLACE ASPHALT CONCRETE SURFACING**

This work shall consist of removing existing asphalt concrete surfacing and underlying base and replacing the removed surfacing and base with new asphalt concrete as shown on the plans and in conformance with these special provisions.

The exact limits of asphalt concrete surfacing to be removed and replaced will be determined by the Engineer.

Existing asphalt concrete surfacing and underlying base material removed during a work period shall be replaced before the time the lane is to be opened to public traffic as designated in "Maintaining Traffic" of these special provisions.

The outline of the asphalt concrete surfacing to be removed shall be cut with a power-driven saw to a depth of not less than 46 mm before removing the surfacing. Surfacing and base shall be removed without damage to surfacing that is to remain in place. Damage to pavement which is to remain in place shall be repaired to a condition satisfactory to the Engineer or the damaged pavement shall be removed and replaced with new asphalt concrete if ordered by the Engineer. Repairing or removing and replacing pavement damaged outside the limits of pavement to be replaced shall be at the Contractor's expense and will not be measured or paid for.

Removed materials shall be disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

The material remaining in place, after removing asphalt concrete surfacing and base to the required depth, shall be graded to a plane, watered, and compacted. The finished surface of the remaining material shall not extend above the grade established by the Engineer.

Areas of the base material which are low as a result of over excavation shall be filled, at the Contractor's expense, with asphalt concrete.

Asphalt concrete used for replace asphalt concrete surfacing shall conform to the provisions in Section 39, "Asphalt Concrete," of the Standard Specifications.

At the Contractor's option, asphalt concrete used for replace asphalt concrete surfacing may be produced in conformance with the provisions for asphalt concrete placed on the traveled way in Section 11-1, "Quality Control / Quality Assurance," of these special provisions.

The quantity of replace asphalt concrete surfacing to be paid for will be measured by the cubic meter. The volume to be paid for will be calculated on the basis of the dimensions shown on the plans adjusted by the amount of any change ordered by the Engineer.

The contract price paid per cubic meter for replace asphalt concrete surfacing shall include full compensation for furnishing all labor, materials (including asphalt concrete), tools, equipment, and incidentals, and for doing all the work involved in replacing asphalt concrete surfacing, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

### **10-1.40 RUBBERIZED ASPHALT CONCRETE (TYPE O)**

Rubberized asphalt concrete (Type O) shall consist of furnishing and mixing Open Graded aggregate and asphalt-rubber binder and spreading and compacting the mixture. Type O rubberized asphalt concrete shall conform, except as otherwise provided, to the provisions for Open Graded asphalt concrete in Section 39, "Asphalt Concrete," of the Standard Specifications and to these special provisions.

#### **GENERAL**

The Contractor shall furnish samples of aggregate to the Engineer in conformance with the provisions in Section 39-3.03, "Proportioning," of the Standard Specifications.

The amount of asphalt-rubber binder to be mixed with the aggregate for Type O rubberized asphalt concrete will be determined by the Engineer using the samples of aggregates furnished by the Contractor in conformance with the provisions in Section 39-3.03, "Proportioning," of the Standard Specifications. The Engineer will determine the exact amount of asphalt-rubber binder to be mixed with the aggregate in conformance with the provisions in California Test 368 with the following exceptions. The aggregate shall be mixed with Grade PG 64-16 paving asphalt and the optimum bitumen content shall be determined in conformance with the test procedure. The optimum binder content for rubberized asphalt concrete Type O shall then be determined using the following formula:

- A.  $OBC_2 = (OBC_1) \times 1.20$
- B.  $OBC_1$  = Optimum bitumen content using Grade PG 64-16 paving asphalt
- C.  $OBC_2$  = Optimum bitumen content using asphalt-rubber binder

The asphalt-rubber binder content of the Type O rubberized asphalt concrete will be determined by extraction tests in conformance with the provisions in California Test 382.

The Contractor shall furnish to the Engineer a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for each material used in asphalt-rubber binder and the asphalt-rubber binder mixture. The Certificate of Compliance shall certify that the material conforms to the provisions in these special provisions. When requested by the Engineer, the Contractor shall also submit samples with the Certificate of Compliance. The Contractor shall provide the Engineer a Material Safety Data Sheet (MSDS) for each of the constituent components of the asphalt-rubber binder, for the completed mixture of asphalt-rubber binder and for the Type O rubberized asphalt concrete.

The Contractor shall provide a Certificate of Compliance for each truck load of crumb rubber modifier (CRM), paving asphalt, and asphalt modifier delivered to the project. The Quality Control Program used by the manufacturer of each ingredient shall include a sampling and testing frequency as follows:

- A. CRM shall be tested, except for the grading requirement, at least once for every 225 tonnes of production, with a minimum of once for each project. CRM shall be tested for grading for every truck load delivered to the project.
- B. Paving asphalt shall be tested at least once for every 180 tonnes of production with a minimum of once for each project.
- C. Asphalt modifier shall be tested at least once for every 23 tonnes of production with a minimum of once for each project.
- D. A copy of the laboratory test results for the test parameters specified in these special provisions for CRM, paving asphalt, and asphalt modifier shall be submitted to the Engineer with the Certificate of Compliance for each truck load of individual material delivered to the project.

**PAVING ASPHALT**

The grade of paving asphalt to be used in the asphalt-rubber binder shall be Grade PG 64-16 and shall conform to the provisions in Section 92, "Asphalts," of the Standard Specifications and these special provisions.

The paving asphalt for use in asphalt-rubber binder shall be modified with an asphalt modifier.

**ASPHALT MODIFIER**

The asphalt modifier will be a resinous, high flash point, aromatic hydrocarbon compound and shall conform to the following requirements:

ASPHALT MODIFIER

Test Parameter	ASTM Designation	Requirement
Viscosity, $m^2/s$ ( $\times 10^{-6}$ ) at 100°C	D 445	$X \pm 3^*$
Flash Point, CL.O.C., °C	D 92	207 min.
Molecular Analysis:		
Asphaltenes, percent by mass	D 2007	0.1 max.
Aromatics, percent by mass	D 2007	55 min.

\* The symbol "X" is the viscosity of the asphalt modifier the Contractor proposes to furnish. The value "X" which the Contractor proposes shall be between the limits 19 and 36 and shall be submitted in writing to the Engineer. A proposed change, requested by the Contractor, in the value "X" shall require a new asphalt-rubber binder design.

The asphalt modifier shall be proportionately added at the production site where the asphalt-rubber binder is blended and reacted. Asphalt modifier shall be added to the paving asphalt at an amount of 2.5 percent to 6.0 percent by mass of the paving asphalt based on the recommendation of the asphalt-rubber binder supplier. The exact amount will be determined by the Engineer. The paving asphalt shall be at a temperature of not less than 190°C or more than 226°C when the asphalt modifier is added. If the asphalt modifier is combined with the paving asphalt, before being blended with the CRM, the

combined paving asphalt and asphalt modifier shall be mixed by circulation for a period of not less than 20 minutes. This premixing of asphalt modifier and the paving asphalt will not be required when the ingredients of the asphalt-rubber binder are proportioned and mixed simultaneously. Asphalt modifier and paving asphalt shall be measured for proportioning with meters conforming to the provisions in Section 9-1.01, "Measurement of Quantities," of the Standard Specifications.

**CRUMB RUBBER MODIFIER (CRM)**

Crumb rubber modifier (CRM) shall consist of a combination of scrap tire CRM and high natural CRM. The scrap tire CRM shall consist of ground or granulated rubber derived from a combination of automobile tires, truck tires or tire buffings. The high natural CRM shall consist of ground or granulated rubber derived from materials that utilize high natural rubber sources.

Steel and fiber separation may be accomplished by any method. Cryogenic separation, if utilized, shall be performed separately from and prior to grinding or granulating.

CRM shall be ground or granulated at ambient temperature. Cryogenically produced CRM particles that can pass through the grinder or granulator without being ground or granulated respectively shall not be used.

CRM shall not contain more than 0.01-percent wire (by mass of CRM) and shall be free of other contaminants, except fabric. Fabric shall not exceed 0.05-percent by mass of CRM. The test and method for determining the percent by mass of wire and fabric is available at the Transportation Laboratory, Pavement Branch, Telephone 916-227-7300, and will be furnished to interested persons upon request. A Certificate of Compliance certifying these percentages shall be furnished to the Engineer in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications.

The length of an individual CRM particle shall not exceed 4.75 mm.

The CRM shall be sufficiently dry so as to be free flowing and not produce foaming when combined with the blended paving asphalt and asphalt modifier mixture. Calcium carbonate or talc may be added at a maximum amount of 3 percent by weight of CRM to prevent CRM particles from sticking together. The CRM shall have a specific gravity between 1.1 and 1.2 as determined in conformance with the requirements in California Test 208. Scrap tire CRM and high natural CRM shall be delivered to the production site in separate bags and shall be sampled and tested separately. CRM material shall conform to the following requirements in conformance with the requirements in ASTM Designation: D 297:

**SCRAP TIRE CRUMB RUBBER MODIFIER**

Test Parameter	Percent	
	Min.	Max.
Acetone Extract	6.0	16.0
Ash Content	—	8.0
Carbon Black Content	28.0	38.0
Rubber Hydrocarbon	42.0	65.0
Natural Rubber Content	22.0	39.0

**HIGH NATURAL CRUMB RUBBER MODIFIER**

Test Parameter	Percent	
	Min.	Max.
Acetone Extract	4.0	16.0
Rubber Hydrocarbon	50.0	—
Natural Rubber Content	40.0	48.0

The CRM for asphalt-rubber binder shall conform to the gradations specified below when tested in conformance with the requirements in ASTM Designation: C 136, except as follows:

- A. Split or quarter 100 g ± 5 g from the CRM sample and dry to a constant mass at a temperature of not less than 57°C or more than 63°C and record the dry sample mass. Place the CRM sample and 5.0 g of talc in a 0.5-L jar. Seal the jar, then shake it by hand for a minimum of one minute to mix the CRM and the talc. Continue shaking or open the jar and stir until particle agglomerates and clumps are broken and the talc is uniformly mixed.
- B. Place one rubber ball on each sieve. Each ball shall have a mass of 8.5 g ± 0.5 g, have a diameter of 24.5 mm ± 0.5 mm, and shall have a Shore Durometer "A" hardness of 50 ± 5 in conformance with the requirements in ASTM Designation: D 2240. After sieving the combined material for 10 minutes ± 1 minute, disassemble the sieves. Material adhering to the bottom of a sieve shall be brushed into the next finer sieve. Weigh and record the mass of the material retained on the 2.36-mm sieve and leave this material (do not discard) on the scale or balance. Observed fabric balls shall remain on the scale or balance and shall be placed together on the side of the scale or

balance to prevent the fabric balls from being covered or disturbed when placing the material from finer sieves onto the scale or balance. The material retained on the next finer sieve (2.00-mm sieve) shall be added to the scale or balance. Weigh and record that mass as the accumulative mass retained on that sieve (2.00-mm sieve). Continue weighing and recording the accumulated masses retained on the remaining sieves until the accumulated mass retained in the pan has been determined. Prior to discarding the CRM sample, separately weigh and record the total mass of fabric balls in the sample.

- C. Determine the mass of material passing the 75- $\mu$ m sieve (or mass retained in the pan) by subtracting the accumulated mass retained on the 75- $\mu$ m sieve from the accumulated mass retained in the pan. If the material passing the 75- $\mu$ m sieve (or mass retained in the pan) has a mass of 5 g or less, cross out the recorded number for the accumulated mass retained in the pan and copy the number recorded for the accumulated mass retained on the 75- $\mu$ m sieve and record that number (next to the crossed out number) as the accumulated mass retained in the pan. If the material passing the 75- $\mu$ m sieve (or mass retained in the pan) has a mass greater than 5 g, cross out the recorded number for the accumulated mass retained in the pan, subtract 5 g from that number and record the difference next to the crossed out number. The adjustment to the accumulated mass retained in the pan is made to account for the 5 g of talc added to the sample. For calculation purposes, the adjusted total sample mass is the same as the adjusted accumulated mass retained in the pan. Determine the percent passing based on the adjusted total sample mass and record to the nearest 0.1 percent.

CRM GRADATIONS

Sieve Size	Scrap Tire CRM Percent Passing	High Natural CRM Percent Passing
2.36-mm	100	100
2.00-mm	98-100	100
1.18-mm	45-75	95-100
600- $\mu$ m	2-20	35-85
300- $\mu$ m	0-6	10-30
150- $\mu$ m	0-2	0-4
75- $\mu$ m	0	0-1

### ASPHALT-RUBBER BINDER

Asphalt-rubber binder shall consist of a mixture of paving asphalt, asphalt modifier, and crumb rubber modifier.

At least 2 weeks before the binder's intended use, the Contractor shall furnish the Engineer 4 one liter cans filled with the asphalt-rubber binder proposed for use on the project. The Contractor shall supply the Engineer, for approval, a binder formulation and samples of the materials to be used in the asphalt-rubber binder at least 2 weeks before construction is scheduled to begin. The binder formulations shall consist of the following information:

A. Paving Asphalt and Modifiers:

1. Source and grade of paving asphalt.
2. Source and identification (or type) of modifiers used.
3. Percentage of asphalt modifier by mass of paving asphalt.
4. Percentage of the combined blend of paving asphalt and asphalt modifier by total mass of asphalt-rubber binder to be used.
5. Laboratory test results for test parameters shown in these special provisions.

B. Crumb Rubber Modifier (CRM):

1. Source and identification (or type) of scrap tire and high natural CRM.
2. Percentage of scrap tire and high natural CRM by total mass of the asphalt-rubber blend.
3. If CRM from more than one source is used, the above information will be required for each CRM source used.
4. Laboratory test results for test parameters shown in these special provisions.

C. Asphalt-Rubber Binder:

1. Laboratory test results of the proposed blend for test parameters shown in these special provisions.
2. The minimum reaction time and temperature.

The method and equipment for combining paving asphalt, asphalt modifier, and CRM shall be so designed and accessible that the Engineer can readily determine the percentages by mass for each material being incorporated into the mixture.

The proportions of the materials, by total mass of asphalt-rubber binder, shall be 80 percent ± 2 percent combined paving asphalt and asphalt modifier, and 20 percent ± 2 percent CRM. However, the minimum amount of CRM shall not be less than 18.0 percent. Lower values which are rounded up shall not be allowed. The CRM shall be combined at the production site and shall contain 75 percent ± 2 percent scrap tire CRM and 25 percent ± 2 percent high natural CRM, by mass.

The paving asphalt and asphalt modifier shall be combined into a blended mixture that is chemically compatible with the crumb rubber modifier to be used. The blended mixture is considered to be chemically compatible when the mixture meets the provisions for asphalt-rubber binder (after reacting) of these special provisions.

The blended paving asphalt and asphalt modifier mixture and the CRM shall be combined and mixed together at the production site in a blender unit to produce a homogeneous mixture.

The temperature of the blended paving asphalt and asphalt modifier mixture shall be not less than 190°C or more than 226°C when the CRM is added. The combined materials shall be reacted for a minimum of 45 minutes after incorporation of the CRM at a temperature of not less than 190°C or more than 218°C. The temperature shall not be higher than 6°C below the actual flash point of the asphalt-rubber binder.

After reacting, the blended asphalt-rubber binder shall conform to the following requirements:

#### ASPHALT-RUBBER BINDER

Test Parameter	ASTM Test Method	Requirement	
		Min.	Max.
Cone Penetration @ 25°C, 1/10 mm	D 217	25	70
Resilience @ 25°C, Percent rebound	D 3407	18	—
Field Softening Point, °C	D 36	52	74
Viscosity @ 190°C, Pa • s (x10 <sup>-3</sup> )	See Note	1500	4000

Note: The viscosity test shall be conducted using a hand held Haake Viscometer Model VT-02 with Rotor 1, 24 mm in depth x 53 mm in height, or equivalent, as determined by the Engineer. The accuracy of the viscometer shall be verified by comparing the viscosity results obtained with the hand held viscometer to 3 separate calibration fluids of known viscosities ranging from 1000 to 5000 Pa • s (x10<sup>-3</sup>). The viscometer will be considered accurate if the values obtained are within 300 Pa • s (x10<sup>-3</sup>) of the known viscosity. The known viscosity value shall be based on the fluid manufacturers standard test temperature or the test temperature versus viscosity correlation table provided by the fluid manufacturer. Viscometers used on the project shall be verified to be accurate. The test method for determining the viscosity of asphalt-rubber binder using a hand held viscometer is available at the Transportation Laboratory, Pavement Branch, Telephone 916-227-7300. The accuracy verification results shall be provided to the Engineer and shall be certified by a Certificate of Compliance. The Certificate of Compliance shall be furnished to the Engineer in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications.

The Contractor shall provide a Haake Viscometer, or equivalent, at the production site during the combining of asphalt-rubber binder materials. The Contractor shall take viscosity readings of asphalt-rubber binder from samples taken from the feed line connecting the storage and reaction tank and the asphalt concrete plant. Readings shall be taken at least every hour with no less than one reading for each batch of asphalt-rubber binder. The Contractor shall log these results including time and asphalt-rubber binder temperature, and a copy of the log shall be submitted to the Engineer on a daily basis. As determined by the Engineer, the Contractor shall either notify the Engineer at least 15 minutes prior to each test or provide the Engineer a schedule of testing times.

The reacted asphalt-rubber binder shall be maintained at a temperature of not less than 190°C nor more than 218°C.

If material in a batch of asphalt-rubber binder is not used within 4 hours after the 45-minute reaction period, heating of the material shall be discontinued. Any time the asphalt-rubber binder cools below 190°C and is reheated shall be considered a reheat cycle. The total number of reheat cycles shall not exceed 2. The material shall be uniformly reheated to a temperature of not less than 190°C nor more than 218°C prior to use. Additional scrap tire CRM may be added to the reheated binder and reacted for a minimum of 45 minutes. The cumulative amount of additional scrap tire CRM shall not exceed 10 percent of the total binder mass. Reheated asphalt-rubber binder shall conform to the provisions for blended asphalt-rubber binder.

## **EQUIPMENT FOR PRODUCTION OF ASPHALT-RUBBER BINDER**

The Contractor shall utilize the following equipment for production of asphalt-rubber binder:

- A. An asphalt heating tank equipped to heat and maintain the blended paving asphalt and asphalt modifier mixture at the necessary temperature before blending with the CRM. This unit shall be equipped with a thermostatic heat control device and a temperature reading device and shall be accurate to within  $\pm 3^{\circ}\text{C}$  and shall be of the recording type.
- B. A mechanical mixer for the complete, homogeneous blending of paving asphalt, asphalt modifier and CRM. Paving asphalt and asphalt modifier shall be introduced into the mixer through meters conforming to the provisions in Section 9-1.01, "Measurement of Quantities," of the Standard Specifications. The blending system shall be capable of varying the rate of delivery of paving asphalt and asphalt modifier proportionate with the delivery of CRM. During the proportioning and blending of the liquid ingredients, the temperature of paving asphalt and the asphalt modifier shall not vary more than  $\pm 14^{\circ}\text{C}$ . The paving asphalt feed, the asphalt modifier feed, and CRM feed shall be equipped with devices by which the rate of feed can be determined during the proportioning operation. Meters used for proportioning individual ingredients shall be equipped with rate-of-flow indicators to show the rates of delivery and resettable totalizers so that the total amounts of liquid ingredients introduced into the mixture can be determined. The liquid and dry ingredients shall be fed directly into the mixer at a uniform and controlled rate. The rate of feed to the mixer shall not exceed that which will permit complete mixing of the materials. Dead areas in the mixer, in which the material does not move or is not sufficiently agitated, shall be corrected by a reduction in the volume of material or by other adjustments. Mixing shall continue until a homogeneous mixture of uniformly distributed and properly blended asphalt-rubber binder of unchanging appearance and consistency is produced. The Contractor shall provide a safe sampling device capable of delivering a representative sample of the completed asphalt-rubber binder of sufficient size to permit the required tests.
- C. An asphalt-rubber binder storage tank equipped with a heating system furnished with a temperature reading device to maintain the proper temperature of the asphalt-rubber binder and an internal mixing unit capable of maintaining a homogeneous mixture of blended paving asphalt, asphalt modifier and CRM.

The equipment shall be approved by the Engineer prior to use.

## **AGGREGATE**

The aggregate for Type O rubberized asphalt concrete shall conform to the 12.5-mm maximum grading conforming to the provisions in Section 39-2.02, "Aggregate," of the Standard Specifications. California Test 205, Section D, definition of a crushed particle is revised as follows: "A particle having 2 or more fresh mechanically fractured faces shall be considered a crushed particle".

## **PROPORTIONING, SPREADING AND COMPACTING.**

When batch type asphalt concrete plants are used to produce Type O rubberized asphalt concrete, the asphalt-rubber binder and mineral aggregate shall be proportioned by mass.

If the Contractor selects the batch mixing method, asphalt concrete shall be produced by the automatic batch mixing method in conformance with the provisions in Section 39-3.03A(2), "Automatic Proportioning," of the Standard Specifications.

If the finished surface of the Type O rubberized asphalt concrete on Route 20 traffic lanes does not meet the specified surface tolerances, the surfacing shall be brought within tolerance by removal and replacement. The corrective work shall be at the Contractor's expense.

When continuous mixing type asphalt concrete plants are used to produce Type O rubberized asphalt concrete, the asphalt-rubber binder shall be proportioned by an asphalt meter of the mass flow, Coriolis effect type. The meter shall have been Type-approved by the Division of Measurement Standards prior to the start of production. The meter shall be calibrated in conformance with the provisions in California Test 109. The meter shall be interfaced with the existing continuous mixing plant controller in use on the asphalt concrete plant.

Type O rubberized asphalt concrete shall be placed only when the atmospheric and pavement surface temperatures are  $13^{\circ}\text{C}$  and above.

When the atmospheric and pavement surface temperature is  $18^{\circ}\text{C}$  or higher, the following shall apply:

- A. The temperature of the aggregate shall not be greater than  $163^{\circ}\text{C}$  at the time the asphalt-rubber binder is added to the aggregate.
- B. Type O rubberized asphalt concrete shall be spread at a temperature of not less than  $138^{\circ}\text{C}$  nor more than  $163^{\circ}\text{C}$ , measured in the mat directly behind the paving machine.

- C. The first coverage of initial or breakdown compaction shall be performed when the temperature of the Type O rubberized asphalt concrete is not less than 135°C. Breakdown compaction shall be completed before the temperature of the Type O rubberized asphalt concrete drops below 121°C.

When the atmospheric or pavement surface temperature is below 18°C, the following shall apply:

- A. The temperature of the aggregate shall be not less than 149°C nor more than 163°C at the time the asphalt-rubber binder is added to the aggregate.
- B. The Contractor shall cover loads of Type O rubberized asphalt concrete with tarpaulins. The tarpaulins shall completely cover exposed Type O rubberized asphalt concrete until the Type O rubberized asphalt concrete has been completely transferred into the asphalt concrete paver hopper or deposited on the roadbed.
- C. Type O rubberized asphalt concrete shall be spread at a temperature of not less than 143°C nor more than 163°C, measured in the mat directly behind the paving machine.
- D. The first coverage of initial or breakdown compaction shall be performed when the temperature of the Type O rubberized asphalt concrete is not less than 138°C. Breakdown compaction shall be completed before the temperature of the Type O rubberized asphalt concrete drops below 127°C.

In addition to the provisions in Section 39-5.01, "Spreading Equipment," of the Standard Specifications, asphalt paving equipment shall be equipped with automatic screed controls and a sensing device or devices.

When placing asphalt concrete to the lines and grades established by the Engineer, the automatic controls shall control the longitudinal grade and transverse slope of the screed. Grade and slope references shall be furnished, installed, and maintained by the Contractor. Should the Contractor elect to use a ski device, the minimum length of the ski device shall be 9 m. The ski device shall be a rigid one piece unit and the entire length shall be utilized in activating the sensor.

When paving contiguously with previously placed mats, the end of the screed adjacent to the previously placed mat shall be controlled by a sensor that responds to the grade of the previously placed mat and will reproduce the grade in the new mat within a 3-mm tolerance. The end of the screed farthest from the previously placed mat shall be controlled in the same way it was controlled when placing the initial mat.

Should the methods and equipment furnished by the Contractor fail to produce a layer of asphalt concrete conforming to the provisions, including straightedge tolerance, of Section 39-6.03, "Compacting," of the Standard Specifications, the paving operations shall be discontinued and the Contractor shall modify the equipment or methods, or furnish substitute equipment.

Should the automatic screed controls fail to operate properly during a day's work, the Contractor may manually control the spreading equipment for the remainder of that day. However, the equipment shall be corrected or replaced with alternative automatically controlled equipment conforming to the provisions in this section before starting another day's work.

The area to which paint binder has been applied shall be closed to public traffic. Care shall be taken to avoid tracking binder material onto existing pavement surfaces beyond the limits of construction.

The Contractor shall schedule paving operations so that each layer of asphalt concrete is placed on contiguous lanes of the traveled way during each work shift. At the end of each work shift, the distance between the ends of the layers of asphalt concrete on adjacent lanes shall not be greater than 3 m or less than 1.5 m. Additional asphalt concrete shall be placed along the transverse edge at the end of each lane and along the exposed longitudinal edges between adjacent lanes, hand raked, and compacted to form temporary conforms. Kraft paper, or other approved bond breaker, may be placed under the conform tapers to facilitate the removal of the taper when paving operations resume.

Shoulders or median borders adjacent to a lane being paved shall be surfaced prior to opening the lane to public traffic.

Pneumatic tired rollers shall not be used to compact Type O rubberized asphalt concrete.

Traffic shall not be allowed on Type O rubberized asphalt concrete until final rolling operations have been completed and sand has been applied to the surface.

Sand shall be spread on the surface of Type O rubberized asphalt concrete at a rate of 0.5 kg/m<sup>2</sup> to 1.0 kg/m<sup>2</sup>. The exact rate will be determined by the Engineer. When ordered by the Engineer excess sand shall be removed from the pavement surface by sweeping. Sand shall be free from clay or organic material. Sand shall conform to the fine aggregate grading requirements in conformance with the provisions in Section 90-3.03, "Fine Aggregate Grading," of the Standard Specifications.

## **MEASUREMENT AND PAYMENT**

Rubberized asphalt concrete (Type O) will be measured and paid for by the tonne in the same manner specified for asphalt concrete in Section 39-8, "Measurement and Payment," of the Standard Specifications.

Full compensation for furnishing and spreading sand on the rubberized asphalt concrete surfacing and for sweeping and removing excess sand from the pavement surface shall be considered as included in the contract price paid per tonne for rubberized asphalt concrete (Type O) and no separate payment will be made therefor.

**10-1.41 ASPHALT CONCRETE**

Asphalt concrete shall be Type A and shall conform to the provisions in Section 11-1, "Quality Control / Quality Assurance" of these special provisions.

Type O rubberized asphalt concrete shall conform to the provisions in "Rubberized Asphalt Concrete (Type O)" of these special provisions.

Surfacing of miscellaneous areas with asphalt concrete shall conform to the provisions in "Asphalt Concrete (Miscellaneous Areas)" of these special provisions.

The grade of asphalt binder to be mixed with aggregate for Type A asphalt concrete shall be Grade PG 64-10 and shall conform to the provisions in Section 92, "Asphalts" of the Standard Specifications.

Paint binder (tack coat) shall be applied to existing surfaces to be surfaced and between layers of asphalt concrete, except when eliminated by the Engineer.

Paint binder (tack coat) shall be, at the option of the Contractor, either slow-setting asphaltic emulsion, rapid-setting asphaltic emulsion, or paving asphalt. Slow-setting asphaltic emulsion and rapid-setting asphaltic emulsion shall conform to the provisions in Section 39-8.02 of Section 11-1, "Quality Control / Quality Assurance," of these special provisions, and the provisions in Section 94, "Asphaltic Emulsions," of the Standard Specifications. When paving asphalt is used for paint binder; the grade will be determined by the Engineer. Paving asphalt shall be applied at a temperature of not less than 140°C or more than 175°C. Paving asphalt shall conform to the provisions in Section 39-8.02 of Section 11-1, "Quality Control / Quality Assurance," of these special provisions, and the provisions in Section 92, "Asphalts," of the Standard Specifications.

Paint binder (tack coat) shall be applied in the liter per square meter range limits specified for the surfaces to receive asphalt concrete in the tables below. The exact application rate within the range will be determined by the Engineer.

Application Rates for Asphaltic Emulsion Paint Binder (Tack Coat) on Asphalt Concrete (except Open Graded) and on Portland Cement Concrete Pavement (PCCP)		
Type of surface to receive Paint binder (tack coat)	Slow-Setting Asphaltic Emulsion L/m <sup>2</sup> (Note A)	Rapid-Setting Asphaltic Emulsion L/m <sup>2</sup> (Note B)
Dense, compact surfaces, between layers, and on PCCP	0.20 – 0.35	0.10 – 0.20
Open, textured or dry, Aged surfaces	0.35 – 0.90	0.20 – 0.40

Note A: Slow-setting asphaltic emulsion is asphaltic emulsion diluted with additional water. Water shall be added and mixed with the asphaltic emulsion (containing up to 43 percent water) so the resulting mixture contains one part asphaltic emulsion and not more than one part added water. The water shall be added by the emulsion producer or at a facility that has the capability to mix or agitate the combined blend.

Note B: Undiluted rapid-setting asphaltic emulsion

Application Rates for Paint Binder (Tack Coat) on Asphalt Concrete (except Open Graded) and on Portland Cement Concrete Pavement (PCCP)	
Type of surface to receive paint binder (tack coat)	Paving Asphalt L/m <sup>2</sup>
Dense, compact surfaces, between layers, and on PCCP	0.05 – 0.10
Open, textured or dry, aged surfaces	0.10 – 0.25

The Contractor may obtain a copy of the Department's "Manual for Quality Control and Quality Assurance for Asphalt Concrete" at:

<http://www.dot.ca.gov/hq/construc/qcqa.html>

The aggregate for Type A asphalt concrete shall conform to the 19 mm maximum, medium grading specified in Section 39-2.02, "Aggregate," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions.

In addition to the provisions in Section 39-9.01, "Spreading Equipment," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions, asphalt paving equipment shall be equipped with automatic screed controls and a sensing device or devices.

When placing asphalt concrete to lines and grades established by the Engineer, the automatic controls shall control the longitudinal grade and transverse slope of the screed. Grade and slope references shall be furnished, installed, and maintained by the Contractor. Should the Contractor elect to use a ski device, the minimum length of the ski device shall be 9 m. The ski device shall be a rigid one piece unit and the entire length shall be utilized in activating the sensor.

When paving contiguously with previously placed mats, the end of the screed adjacent to the previously placed mat shall be controlled by a sensor that responds to the grade of the previously placed mat and will reproduce the grade in the new mat within a 3 mm tolerance. The end of the screed farthest from the previously placed mat shall be controlled in the same manner the screed was controlled when placing the initial mat.

If the methods and equipment furnished by the Contractor fail to produce a layer of asphalt concrete conforming to the provisions, including straightedge tolerance, in Section 39-10.04, "Compacting," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions, the paving operations shall be discontinued and the Contractor shall modify the equipment or methods, or furnish substitute equipment.

If the automatic screed controls fail to operate properly during a day's work, the Contractor may use manual control of the spreading equipment for the remainder of that day. However, the equipment shall be corrected or replaced with alternative automatically controlled equipment conforming to the requirements in this section before starting another day's work.

In addition to the straightedge requirements in Section 39-10.04, "Compacting," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions, asphalt concrete pavement shall conform to the surface tolerances specified herein.

The top surface of the uppermost layer of Type A asphalt concrete surfacing shall be profiled by the Contractor, in the presence of the Engineer. Two profiles shall be obtained in each lane. The profiles shall be approximately one meter from and parallel with the edge of the lane.

Profiles shall be performed using a California Profilograph or equivalent in conformance with the requirements in California Test 526 and as specified in these special provisions. Prior to beginning profiles, the profilograph shall be calibrated in the presence of the Engineer.

Asphalt concrete pavement shall conform to the following Profile Index requirements:

- A. Pavement on tangent alignment and pavement on horizontal curves having a centerline curve radius of 600 m or more shall have a Profile Index of 8 mm or less for each 0.1-km section profiled.
- B. Pavement on horizontal curves having a centerline curve radius of 300 m or more but less than 600 m, including the pavement within the superelevation transition of these curves, shall have a Profile Index of 16 mm or less for each 0.1-km section profiled.
- C. Pavement containing high point areas with deviations indicated by the profilograph in excess of 7.5 mm in a length of 7.5 m or less shall be corrected by the Contractor regardless of the Profile Index of the each 0.1-km section profiled.

Profile Index requirements will not apply to the following areas of asphalt concrete pavement, but these areas shall conform to the straightedge requirements in Section 39-10.04, "Compacting," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions:

- A. Pavement on horizontal curves with a centerline curve radius of less than 300 m and pavement within the superelevation transition on those curves.
- B. Pavement with a total thickness of 75 mm or less.
- C. Pavement placed in a single lift when required by the special provisions.
- D. Pavement with extensive grade or cross slope correction which does not receive advance leveling operations in conformance with the provisions in Section 39-10.03, "Spreading," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions.
- E. Pavement for ramps and connectors with steep grades and high rates of superelevation, as determined by the Engineer.
- F. Pavement on city or county streets and roads.
- G. Pavement on turn lanes and collector lanes that are less than 500 meters in length.
- H. Shoulders and miscellaneous areas.
- I. Pavement placed one meter from and parallel with the joint between asphalt concrete pavement and existing curbs, gutters or existing pavement.
- J. Pavement within 15 m of a transverse joint that separates the pavement from an existing pavement, approach slab or structure surface not constructed under the contract.

The Contractor shall complete initial runs of the profilograph prior to opening new pavement to public traffic. Profilograph operations shall be in conformance with the lane closure requirement in "Maintaining Traffic" of these special

provisions. In the event that initial profiles can not be made prior to opening the pavement to public traffic, they shall be made the next day that lane closures are permitted for the area to be profiled.

Areas of the top surface of the uppermost layer of Type A asphalt concrete pavement that do not meet the specified surface tolerances shall be brought within tolerance by abrasive grinding. Abrasive grinding shall conform to the provisions in the first paragraph and the last 4 paragraphs in Section 42-2.02, "Construction," of the Standard Specifications, except that the grinding residue shall be disposed of outside the highway right of way.

Abrasive grinding shall be performed to reduce individual deviations in excess of 7.5 mm, and to reduce the Profile Index of the pavement to be within the specified tolerance. Deviations in excess of 7.5 mm which cannot be brought into specified tolerances by abrasive grinding shall be corrected by either (1) removal and replacement or (2) placing an overlay of asphalt concrete. The corrective method for each area shall be selected by the Contractor and shall be approved by the Engineer prior to beginning the corrective work. Replacement or overlay pavement not meeting the specified tolerances shall be corrected by the methods specified above. Corrective work shall be at the Contractor's expense except that flagging costs will be paid for in conformance to the provisions in Section 12-2, "Flagging," of the Standard Specifications. . The Contractor shall profile the areas that have received abrasive grinding or corrective work until the final Profile Index of the area is within the specified tolerance.

When abrasive grinding is used to bring the top surface of the uppermost layer of asphalt concrete surfacing within the specified surface tolerances, additional abrasive grinding shall be performed as necessary to extend the area ground in each lateral direction so that the lateral limits of grinding are at a constant offset from, and parallel with, the nearest lane line or pavement edge, and in each longitudinal direction so that the grinding begins and ends at lines normal to the pavement centerline, within a ground area. Ground areas shall be neat rectangular areas of uniform surface appearance.

The original of the final profilograms that indicate the pavement surface is within the Profile Index specified shall become the property of the State and shall be delivered to the Engineer prior to acceptance of the contract.

Full compensation for performing profiles corrective work shall be considered as included in the contract price paid per tonne for asphalt concrete (Type A) and no additional compensation will be allowed therefor.

The area to which paint binder has been applied shall be closed to public traffic. Care shall be taken to avoid tracking binder material onto existing pavement surfaces beyond the limits of construction.

The Contractor shall schedule his paving operations such that each layer of asphalt concrete is placed on contiguous lanes of a traveled way each work shift. At the end of each work shift, the distance between the ends of the layers of asphalt concrete on adjacent lanes shall not be greater than 3 m nor less than 1.5 m. Additional asphalt concrete shall be placed along the transverse edge at the end of each lane and along the exposed longitudinal edges between adjacent lanes, hand raked, and compacted to form temporary conforms. Kraft paper, or other approved bond breaker, may be placed under the conform tapers to facilitate the removal of the taper when paving operations resume.

Shoulders or median borders adjacent to a lane being paved shall be surfaced prior to opening the lane to public traffic.

#### **10-1.42 ASPHALT CONCRETE (MISCELLANEOUS AREAS)**

Surfacing of miscellaneous areas with asphalt concrete shall conform to the provisions for miscellaneous areas in Section 39, "Asphalt Concrete," of the Standard Specifications and these special provisions.

Asphalt concrete placed in miscellaneous areas may be produced in conformance with the requirements for asphalt concrete placed on the traveled way in Section 11-1, "Quality Control / Quality Assurance," of these special provisions.

The grade of asphalt binder to be mixed with aggregate for asphalt concrete (miscellaneous areas) shall be Grade PG 70-10 conforming to the provisions in Section 92, "Asphalts," of the Standard Specifications.

The amount of asphalt binder used in asphalt concrete placed in dikes, gutters, gutter flares, overside drains, and aprons at the ends of drainage structures shall be increased one percent by mass of the aggregate over the amount of asphalt binder determined for use in asphalt concrete placed on the traveled way.

Aggregate for asphalt concrete dikes shall conform to the 9.5-mm maximum grading specified in Section 39-2.02, "Aggregate," of the Standard Specifications.

The grade of asphalt binder to be mixed with aggregate for asphalt concrete dikes shall be Grade PG 70-10 and shall conform to the provisions in Section 92, "Asphalts" of the Standard Specifications.

The miscellaneous areas to be paid for at the contract price per square meter for place asphalt concrete (miscellaneous area) in addition to the prices paid for the materials involved shall be limited to the areas listed on the plans.

Asphalt concrete placed in miscellaneous areas will be paid for at the contract price per tonne for asphalt concrete in conformance with the provisions in Section 11-1, "Quality Control / Quality Assurance," of these special provisions. Section 39-11.02, "Statistical Evaluation and Determination of Pay Factor," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions, shall not apply to asphalt concrete placed in miscellaneous areas. Payment for placing asphalt concrete in miscellaneous areas and dikes will be in conformance with the provisions in Section 39-8.02, "Payment," of the Standard Specifications.

#### **10-1.43 RECYCLED ASPHALT CONCRETE (CONTRACTOR OPTION)**

At the option of the Contractor, the asphalt concrete mixture in "Asphalt Concrete" of these special provisions may consist of recycled asphalt concrete.

Recycled asphalt concrete shall conform to the provisions for asphalt concrete in "Asphalt Concrete" of these special provisions except that reclaimed asphalt pavement may be substituted for virgin aggregate at a rate of up to 15 percent by dry mass of the aggregate in the asphalt concrete.

Asphalt binder used in recycled asphalt concrete shall be the same specified for asphalt concrete in "Asphalt Concrete" of these special provisions.

Virgin aggregate to be combined with reclaimed asphalt pavement shall conform to the provisions of "Quality Control/Quality Assurance" of these special provisions.

Reclaimed asphalt pavement shall be from stockpiles, from single or multiple sources, located on surfaces that are smooth and free of debris and organic material. Stockpiles shall consist of only reclaimed asphalt pavement. The material in each reclaimed asphalt pavement stockpile shall be uniformly blended and homogeneous. Stockpiling and processing of reclaimed asphalt pavement will be permitted throughout the life of the project. Stockpiling and processing of reclaimed asphalt pavement shall be performed in a manner that will prevent contamination and segregation of the material. The Engineer shall be given unrestricted access to stockpiles for inspection and testing.

The amount of asphalt binder to be mixed with the combined virgin aggregate and reclaimed asphalt pavement will be determined by the Contractor in conformance with California Test 367 and will be reviewed by the Engineer in conformance with "Quality Control/Quality Assurance" of these special provisions. The asphalt content of the recycled asphalt concrete mixture shall conform to the specification limits of Table 39-9, "Minimum Quality Control Requirements" of "Quality Control/Quality Assurance" of these special provisions.

The substitution rate of reclaimed asphalt pavement for virgin aggregate shall be designated at the time of the asphalt mix design proposal. Changes in the substitution rate of reclaimed asphalt pavement will be permitted to adjust the final grade of the asphalt binder when supported by blending chart results, and with the approval of the Engineer.

Changes in the target values for aggregate gradings and asphalt content shall be considered a change in mix design in conformance with "Quality Control/Quality Assurance" of these special provisions. Changes in cold feed or hot bin proportions of the virgin aggregate to conform to the aggregate gradation requirements shall not be considered a change in the mix design.

When submitting the mix design for review in conformance with the provisions in "Quality Control/Quality Assurance" of these special provisions, the Contractor shall provide the Engineer with the following additional information:

- A. Locations of processed reclaimed asphalt pavement stockpiles.
- B. A 30-kg sample of processed reclaimed asphalt pavement representing the processed reclaimed asphalt pavement to be used. The sample shall be from a split sample used by the Contractor to determine the mix design for the recycled asphalt concrete produced.
- C. The asphalt content of the processed reclaimed asphalt pavement sample, in conformance with the requirements in California Test 380.
- D. A grading chart representing the gradation of the recycled asphalt concrete mixture. This chart will be the mathematical combination of the aggregate in reclaimed asphalt pavement and the proposed gradation of the virgin aggregate.
- E. The results of gradation tests on the aggregate recovered from the reclaimed asphalt pavement sample, in conformance with the requirements in California Test 202.
- F. The results of gradation tests on the combined aggregate recovered from the recycled asphalt concrete mixture proposed, in conformance with the requirements in California Test 202.

Representative samples of reclaimed asphalt pavement to be used in the mix design review shall be obtained from the processed reclaimed asphalt pavement stockpiles. The Contractor shall sample and split the processed reclaimed asphalt pavement sample submitted for the mix design review from the stockpile in conformance with the provisions in California Test 125.

The provisions in "Quality Control/Quality Assurance" of these special provisions for storing and drying aggregate shall not apply to the reclaimed asphalt pavement. The virgin aggregate may be heated to a temperature of 175°C if, in the opinion of the Engineer, the higher temperature does not damage the new binder or the binder in the reclaimed asphalt pavement when the materials are combined.

The grading of the combined virgin aggregate and the processed reclaimed asphalt pavement in the recycled asphalt concrete shall conform to the specification limits of Table 39-9, "Minimum Quality Control Requirements" of "Quality Control/Quality Assurance" of these special provisions. The combined gradation shall be determined based on the mathematical combination of the virgin aggregate material gradation during production and the average reclaimed asphalt pavement gradation accepted for the mix analysis.

The Contractor's mixing equipment shall be equipped with a suitable, safe sampling device that will provide a sample, representative of actual production, of the virgin aggregate and processed reclaimed asphalt pavement being incorporated into the recycled asphalt concrete. Sampling shall conform to the provisions in "Quality Control/Quality Assurance" of these special provisions.

When recycled asphalt concrete is produced by batch mixing, the reclaimed asphalt pavement shall be kept separate from the virgin aggregate until both ingredients enter the weigh hopper or pugmill or other process as approved by the Engineer. The time of mixing after the reclaimed asphalt pavement has been added to the mix shall not be less than 35 seconds.

When recycled asphalt concrete is produced by continuous mixing, the reclaimed asphalt pavement shall be protected from direct contact with the burner flame by means of a shield, separator, second drum or other method approved by the Engineer. The binder shall be introduced into the mixer after the virgin aggregate and reclaimed asphalt pavement have been combined.

In addition to the Contractor process control requirements in "Quality Control/Quality Assurance" of these special provisions, the following tests shall be performed and test results shall be submitted to the Engineer. These tests are for information only.

Quality Characteristic	Test	Minimum Sampling and Testing Frequency	Point of Sampling	Reporting Time Allowance
Absolute viscosity of binder recovered from recycled asphalt concrete	AASHTO T202 or CT 380	10 000 tonnes 5 samples per project	Mat behind paver	5 days
Gradation of combined aggregate from recycled asphalt concrete	CT 202 (after extraction of binder)	5000 tonnes Not less than 1 sample per day	Mat behind paver	5 days

The Contractor shall take 30-kg samples of the recycled asphalt concrete for every 5000 tonnes placed and send them the Office of Materials Engineering and Testing Services (Attention: Asphalt Concrete Testing Lab) located at 5900 Folsom Boulevard, Sacramento, California 95819. Samples will be accompanied by a Form T101 designating the project stationing where the recycled asphalt concrete has been placed in addition to the information required to complete the form.

The provisions in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications shall not apply to recycled asphalt concrete.

Full compensation for reclaimed asphalt concrete shall be considered as included in the contract price paid per tonne for Type A asphalt concrete and no separate payment will be made therefor.

#### 10-1.44 PILING

##### GENERAL

Piling shall conform to the provisions in Section 49, "Piling," of the Standard Specifications, and these special provisions.

Unless otherwise specified, welding of any work performed in conformance with the provisions in Section 49, "Piling," of the Standard Specifications, shall be in conformance with the requirements in AWS D1.1.

Foundation recommendations are included in the "Information Handout" available to the Contractor as provided for in Section 2-1.03, "Examination of Plans, Specifications, Contract, and Site of Work," of the Standard Specifications.

Rock cores are available for viewing at the Transportation Laboratory.

Attention is directed to "Welding" of these special provisions.

Difficult pile installation is anticipated due to the presence of caving soils, high ground water, and the requirements of pile embedment into rock.

Cast-in-drilled-hole concrete piles at abutment 1 of bridge number 17-0105 shall extend at least 1.8 m into bedrock as determined by the Engineer.

##### CAST-IN-DRILLED-HOLE CONCRETE PILES

Cast-in-drilled-hole concrete piling shall conform to the provisions in Section 49-4, "Cast-In-Place Concrete Piles," of the Standard Specifications and these special provisions.

The provisions of "Welding" of these special provisions shall not apply to temporary steel casings.

Cast-in-drilled-hole concrete piles 600 mm in diameter or larger may be constructed by excavation and depositing concrete under slurry.

### **Materials**

Concrete deposited under slurry shall have a nominal penetration equal to or greater than 90 mm. Concrete shall be proportioned to prevent excessive bleed water and segregation.

Concrete deposited under slurry shall contain not less than 400 kg of cementitious material per cubic meter.

The combined aggregate grading used in concrete for cast-in-drilled-hole concrete piling shall be either the 25-mm maximum grading, the 12.5-mm maximum grading, or the 9.5-mm maximum grading and shall conform to the requirements in Section 90-3 "Aggregate Gradings," of the Standard Specifications.

### **Mineral Slurry**

Mineral slurry shall be mixed and thoroughly hydrated in slurry tanks, and slurry shall be sampled from the slurry tanks and tested before placement in the drilled hole.

Slurry shall be recirculated or continuously agitated in the drilled hole to maintain the specified properties.

Recirculation shall include removal of drill cuttings from the slurry before discharging the slurry back into the drilled hole. When recirculation is used, the slurry shall be sampled and tested at least every 2 hours after beginning its use until tests show that the samples taken from the slurry tank and from near the bottom of the hole have consistent specified properties. Subsequently, slurry shall be sampled at least twice per shift as long as the specified properties remain consistent.

Slurry that is not recirculated in the drilled hole shall be sampled and tested at least every 2 hours after beginning its use. The slurry shall be sampled mid-height and near the bottom of the hole. Slurry shall be recirculated when tests show that the samples taken from mid-height and near the bottom of the hole do not have consistent specified properties.

Slurry shall also be sampled and tested prior to final cleaning of the bottom of the hole and again just prior to placing concrete. Samples shall be taken from mid-height and near the bottom of the hole. Cleaning of the bottom of the hole and placement of the concrete shall not start until tests show that the samples taken from mid-height and near the bottom of the hole have consistent specified properties.

Mineral slurry shall be tested for conformance to the requirements shown in the following table:

MINERAL SLURRY		
PROPERTY	REQUIREMENT	TEST
Density (kg/m <sup>3</sup> ) - before placement in the drilled hole - during drilling - prior to final cleaning - immediately prior to placing concrete	1030* to 1110*  1030* to 1200*	Mud Weight (Density) API 13B-1 Section 1
Viscosity (seconds/liter) bentonite attapulgate	29 to 53  29 to 42	Marsh Funnel and Cup API 13B-1 Section 2.2
pH	8 to 10.5	Glass Electrode pH Meter or pH Paper
Sand Content (percent) - prior to final cleaning - immediately prior to placing concrete	less than or equal to 4.0	Sand API 13B-1 Section 5
*When approved by the Engineer, slurry may be used in salt water, and the allowable densities may be increased up to 32 kg/m <sup>3</sup> . Slurry temperature shall be at least 4°C when tested.		

Any caked slurry on the sides or bottom of hole shall be removed before placing reinforcement. If concrete is not placed immediately after placing reinforcement, the reinforcement shall be removed and cleaned of slurry, the sides of the drilled hole cleaned of caked slurry, and the reinforcement again placed in the hole for concrete placement.

### Synthetic Slurry

Synthetic slurries shall be used in conformance with the manufacturer's recommendations and these special provisions. The following synthetic slurries may be used:

PRODUCT	MANUFACTURER
SlurryPro CDP	KB Technologies Ltd. 3648 FM 1960 West Suite 107 Houston, TX 77068 (800) 525-5237
Super Mud	PDS Company c/o Champion Equipment Company 8140 East Rosecrans Ave. Paramount, CA 90723 (562) 634-8180
Shore Pac GCV	CETCO Drilling Products Group 1350 West Shure Drive Arlington Heights, IL 60004 (847) 392-5800
Novagel Polymer	Geo-Tech Drilling Fluids 220 N. Zapata Hwy, Suite 11A Laredo, TX 78043 (210) 587-4758

Inclusion of a synthetic slurry on the above list may be obtained by meeting the Department's requirements for synthetic slurries. The requirements can be obtained from the Office of Structure Design, P.O. Box 942874, Sacramento, CA 94274-0001.

Synthetic slurries listed may not be appropriate for a given site.

Synthetic slurries shall not be used in holes drilled in primarily soft or very soft cohesive soils as determined by the Engineer.

A manufacturer's representative, as approved by the Engineer, shall provide technical assistance for the use of their product, shall be at the site prior to introduction of the synthetic slurry into a drilled hole, and shall remain at the site until released by the Engineer.

Synthetic slurries shall be sampled and tested at both mid-height and near the bottom of the drilled hole. Samples shall be taken and tested during drilling as necessary to verify the control of the properties of the slurry. Samples shall be taken and tested when drilling is complete, but prior to final cleaning of the bottom of the hole. When samples are in conformance with the requirements shown in the following tables for each slurry product, the bottom of the hole shall be cleaned and any loose or settled material removed. Samples shall be obtained and tested after final cleaning and immediately prior to placing concrete.

SlurryPro CDP synthetic slurries shall be tested for conformance to the requirements shown in the following table:

SLURRYPRO CDP KB Technologies Ltd.		
PROPERTY	REQUIREMENT	TEST
Density (kg/m <sup>3</sup> ) - during drilling  - prior to final cleaning - just prior to placing concrete	less than or equal to 1075*  less than or equal to 1025*	Mud Weight (Density) API 13B-1 Section 1
Viscosity (seconds/liter) - during drilling  -prior to final cleaning - just prior to placing concrete	53 to 127  less than or equal to 74	Marsh Funnel and Cup API 13B-1 Section 2.2
pH	6 to 11.5	Glass Electrode pH Meter or pH Paper
Sand Content (percent) - prior to final cleaning - just prior to placing concrete	less than or equal to 0.5	Sand API 13B-1 Section 5
<p>*When approved by the Engineer, slurry may be used in salt water, and the allowable densities may be increased up to 32 kg/m<sup>3</sup>. Slurry temperature shall be at least 4°C when tested.</p>		

Super Mud synthetic slurries shall be tested for conformance to the requirements shown in the following table:

SUPER MUD PDS Company		
PROPERTY	REQUIREMENT	TEST
Density (kg/m <sup>3</sup> ) - prior to final cleaning - just prior to placing concrete	less than or equal to 1025*	Mud Weight (Density) API 13B-1 Section 1
Viscosity (seconds/liter) - during drilling  - prior to final cleaning - just prior to placing concrete	34 to 64  less than or equal to 64	Marsh Funnel and Cup API 13B-1 Section 2.2
pH	8 to 10.0	Glass Electrode pH Meter or pH Paper
Sand Content (percent) - prior to final cleaning -just prior to placing concrete	less than or equal to 0.5	Sand API 13B-1 Section 5
*When approved by the Engineer, slurry may be used in salt water, and the allowable densities may be increased up to 32 kg/m <sup>3</sup> . Slurry temperature shall be at least 4°C when tested.		

Shore Pac GCV synthetic slurries shall be tested for conformance to the requirements shown in the following table:

Shore Pac GCV CETCO Drilling Products Group		
PROPERTY	REQUIREMENT	TEST
Density (kg/m <sup>3</sup> ) - prior to final cleaning - just prior to placing concrete	less than or equal to 1025*	Mud Weight (Density) API 13B-1 Section 1
Viscosity (seconds/liter) - during drilling  - prior to final cleaning - just prior to placing concrete	35 to 78  less than or equal to 60	Marsh Funnel and Cup API 13B-1 Section 2.2
pH	8.0 to 11.0	Glass Electrode pH Meter or pH Paper
Sand Content (percent) - prior to final cleaning -just prior to placing concrete	less than or equal to 0.5	Sand API 13B-1 Section 5
*When approved by the Engineer, slurry may be used in salt water, and the allowable densities may be increased up to 32 kg/m <sup>3</sup> . Slurry temperature shall be at least 4°C when tested.		

Novagel Polymer synthetic slurries shall be tested for conformance to the requirements shown in the following table:

NOVAGEL POLYMER Geo-Tech Drilling Fluids		
PROPERTY	REQUIREMENT	TEST
Density (kg/m <sup>3</sup> ) - during drilling  - prior to final cleaning - just prior to placing concrete	less than or equal to 1075*  less than or equal to 1025*	Mud Weight (Density) API 13B-1 Section 1
Viscosity (seconds/liter) - during drilling  - prior to final cleaning - just prior to placing concrete	48 to 110  less than or equal to 110	Marsh Funnel and Cup API 13B-1 Section 2.2
pH	6.0 to 11.5	Glass Electrode pH Meter or pH Paper
Sand Content (percent) - prior to final cleaning -just prior to placing concrete	less than or equal to 0.5	Sand API 13B-1 Section 5
*When approved by the Engineer, slurry may be used in salt water, and the allowable densities may be increased up to 32 kg/m <sup>3</sup> . Slurry temperature shall be at least 4°C when tested.		

**Water Slurry**

At the option of the Contractor, water may be used as slurry when casing is used for the entire length of the drilled hole. Water slurry shall be tested for conformance to the requirements shown in the following table:

WATER SLURRY		
PROPERTY	REQUIREMENT	TEST
Density (kg/m <sup>3</sup> ) - prior to final cleaning - just prior to placing concrete	1017 *	Mud Weight (Density) API 13B-1 Section 1
Sand Content (percent) - prior to final cleaning -just prior to placing concrete	less than or equal to 0.5	Sand API 13B-1 Section 5
*When approved by the Engineer, salt water slurry may be used, and the allowable densities may be increased up to 32 kg/m <sup>3</sup> .		

**Construction**

The Contractor shall submit a placing plan to the Engineer for approval prior to producing the test batch for cast-in-drilled-hole concrete piling and at least 10 working days prior to constructing piling. The plan shall include complete descriptions, details, and supporting calculations as listed below:

A. Requirements for all cast-in-drilled hole concrete piling:

1. Concrete mix design, certified test data, and trial batch reports.
2. Drilling or coring methods and equipment.
3. Proposed method for casing installation and removal when necessary.
4. Plan view drawing of pile showing reinforcement and inspection pipes, if required.
5. Methods for placing, positioning, and supporting bar reinforcement.
6. Methods and equipment for accurately determining the depth of concrete and actual and theoretical volume placed, including effects on volume of concrete when any casings are withdrawn.
7. Methods and equipment for verifying that the bottom of the drilled hole is clean prior to placing concrete.
8. Methods and equipment for preventing upward movement of reinforcement, including the Contractor's means of detecting and measuring upward movement during concrete placement operations.

B. Additional requirements when concrete is placed under slurry:

1. Concrete batching, delivery, and placing systems, including time schedules and capacities therefor. Time schedules shall include the time required for each concrete placing operation at each pile.
2. Concrete placing rate calculations. When requested by the Engineer, calculations shall be based on the initial pump pressures or static head on the concrete and losses throughout the placing system, including anticipated head of slurry and concrete to be displaced.
3. Suppliers' test reports on the physical and chemical properties of the slurry and any proposed slurry chemical additives, including Material Safety Data Sheet.
4. Slurry testing equipment and procedures.
5. Methods of removal and disposal of excavation, slurry, and contaminated concrete, including removal rates.
6. Methods and equipment for slurry agitating, recirculating, and cleaning.

In addition to compressive strength requirements, the consistency of the concrete to be deposited under slurry shall be verified before use by producing a test batch. The test batch shall be produced and delivered to the project under conditions and in time periods similar to those expected during the placement of concrete in the piles. Concrete for the test batch shall be placed in an excavated hole or suitable container of adequate size to allow for testing as specified herein. Depositing of

test batch concrete under slurry will not be required. In addition to meeting the specified nominal penetration, the test batch shall meet the following requirements:

- A. For piles where the time required for each concrete placing operation, as submitted in the placing plan, will be 2 hours or less, the test batch shall demonstrate that the proposed concrete mix design achieves either a penetration of at least 50 mm or a slump of at least 125 mm after twice that time has elapsed.
- B. For piles where the time required for each concrete placing operation, as submitted in the placing plan, will be more than 2 hours, the test batch shall demonstrate that the proposed concrete mix design achieves either a penetration of at least 50 mm or a slump of at least 125 mm after that time plus 2 hours has elapsed.

The time period shall begin at the start of placement. The concrete shall not be vibrated or agitated during the test period. Penetration tests shall be performed in conformance with the requirements in California Test 533. Slump tests shall be performed in conformance with the requirements in ASTM Designation: C 143. Upon completion of testing, the concrete shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

The concrete deposited under slurry shall be carefully placed in a compact, monolithic mass and by a method that will prevent washing of the concrete. Concrete deposited under slurry need not be vibrated. Placing concrete shall be a continuous operation lasting not more than the time required for each concrete placing operation at each pile, as submitted in the placing plan, unless otherwise approved in writing by the Engineer. The concrete shall be placed with concrete pumps and delivery tube system of adequate number and size to complete the placing of concrete in the time specified. The delivery tube system shall consist of one of the following:

- A. A tremie tube or tubes, each of which are at least 250 mm in diameter, fed by one or more concrete pumps.
- B. One or more concrete pump tubes, each fed by a single concrete pump.

The delivery tube system shall consist of watertight tubes with sufficient rigidity to keep the ends always in the mass of concrete placed. If only one delivery tube is utilized to place the concrete, the tube shall be placed near the center of the drilled hole. Multiple tubes shall be uniformly spaced in the hole. Internal bracing for the steel reinforcing cage shall accommodate the delivery tube system. Tremies shall not be used for piles without space for a 250-mm tube.

Spillage of concrete into the slurry during concrete placing operations shall not be allowed. Delivery tubes shall be capped with a watertight cap, or plugged above the slurry level with a good quality, tight fitting, moving plug that will expel the slurry from the tube as the tube is charged with concrete. The cap or plug shall be designed to be released as the tube is charged. The pump discharge or tremie tube shall extend to the bottom of the hole before charging the tube with concrete. After charging the delivery tube system with concrete, the flow of concrete through a tube shall be induced by slightly raising the discharge end. During concrete placement, the tip of the delivery tube shall be maintained as follows to prevent reentry of the slurry into the tube. Until at least 3 m of concrete has been placed, the tip of the delivery tube shall be within 150 mm of the bottom of the drilled hole, and then the embedment of the tip shall be maintained at least 3 m below the top surface of the concrete. Rapid raising or lowering of the delivery tube shall not be permitted. If the seal is lost or the delivery tube becomes plugged and must be removed, the tube shall be withdrawn, the tube cleaned, the tip of the tube capped to prevent entrance of the slurry, and the operation restarted by pushing the capped tube 3 m into the concrete and then reinitiating the flow of concrete.

When slurry is used, a fully operational standby concrete pump, adequate to complete the work in the time specified, shall be provided at the site during concrete placement. The slurry level shall be maintained within 300 mm of the top of the drilled hole.

A log of concrete placement for each drilled hole shall be maintained by the Contractor when concrete is deposited under slurry. The log shall show the pile location, tip elevation, dates of excavation and concrete placement, total quantity of concrete deposited, length and tip elevation of any casing, and details of any hole stabilization method and materials used. The log shall include a 215 mm x 280 mm sized graph of the concrete placed versus depth of hole filled. The graph shall be plotted continuously throughout placing of concrete. The depth of drilled hole filled shall be plotted vertically with the pile tip oriented at the bottom and the quantity of concrete shall be plotted horizontally. Readings shall be made at least at each 1.5 m of pile depth, and the time of the reading shall be indicated. The graph shall be labeled with the pile location, tip elevation, cutoff elevation, and the dates of excavation and concrete placement. The log shall be delivered to the Engineer within one working day of completion of placing concrete in the pile.

After placing reinforcement and prior to placing concrete in the drilled hole, if drill cuttings settle out of the slurry, the bottom of the drilled hole shall be cleaned. The Contractor shall verify that the bottom of the drilled hole is clean.

If temporary casing is used, concrete placed under slurry shall be maintained at a level at least 1.5 m above the bottom of the casing. The withdrawal of casings shall not cause contamination of the concrete with slurry.

Material resulting from using slurry shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

### **Acceptance Testing and Mitigation**

Vertical inspection pipes for acceptance testing shall be provided in all cast-in-drilled-hole concrete piles that are 600 mm in diameter or larger, except when the holes are dry or when the holes are dewatered without the use of temporary casing to control ground water.

Inspection pipes shall be Schedule 40 polyvinyl chloride pipes with a nominal inside diameter of 50 mm. Each inspection pipe shall be capped top and bottom and shall have watertight couplers to provide a clean, dry and unobstructed 50-mm diameter clear opening from 1.0 m above the pile cutoff down to the bottom of the reinforcing cage.

If the Contractor drills the hole below the specified tip elevation, the reinforcement and the inspection pipes shall be extended to 75 mm clear of the bottom of the drilled hole.

Inspection pipes shall be placed around the pile, inside the outermost spiral or hoop reinforcement, and 75 mm clear of the vertical reinforcement, at a uniform spacing not exceeding 840 mm measured along the circle passing through the centers of inspection pipes. A minimum of 2 inspection pipes per pile shall be used. When the vertical reinforcement is not bundled and each bar is not more than 26 mm in diameter, inspection pipes may be placed 50 mm clear of the vertical reinforcement. The inspection pipes shall be placed to provide the maximum diameter circle that passes through the centers of the inspection pipes while maintaining the clear spacing required herein. The pipes shall be installed in straight alignment, parallel to the main reinforcement, and securely fastened in place to prevent misalignment during installation of the reinforcement and placing of concrete in the hole.

The Contractor shall log the location of the inspection pipe couplers with respect to the plane of pile cut off, and these logs shall be delivered to the Engineer upon completion of the placement of concrete in the drilled hole.

After placing concrete and before requesting acceptance tests, each inspection pipe shall be tested by the Contractor in the presence of the Engineer by passing a 48.3-mm diameter rigid cylinder 610 mm long through the complete length of pipe. If the 48.3-mm diameter rigid cylinder fails to pass any of the inspection pipes, the Contractor shall attempt to pass a 32.0-mm diameter rigid cylinder 1.375 m long through the complete length of those pipes in the presence of the Engineer. If an inspection pipe fails to pass the 32.0-mm diameter cylinder, the Contractor shall immediately fill all inspection pipes in the pile with water.

The Contractor shall replace each inspection pipe that does not pass the 32.0-mm diameter cylinder with a 50.8-mm diameter hole cored through the concrete for the entire length of the pile. Cored holes shall be located as close as possible to the inspection pipes they are replacing and shall be no more than 150 mm inside the reinforcement. Coring shall not damage the pile reinforcement. Cored holes shall be made with a double wall core barrel system utilizing a split tube type inner barrel. Coring with a solid type inner barrel will not be allowed. Coring methods and equipment shall provide intact cores for the entire length of the pile concrete. The coring operation shall be logged by an Engineering Geologist or Civil Engineer licensed in the State of California and experienced in core logging. Coring logs shall include complete descriptions of inclusions and voids encountered during coring, and shall be delivered to the Engineer upon completion. Concrete cores shall be preserved, identified with the exact location the core was recovered from within the pile, and made available for inspection by the Engineer.

Acceptance tests of the concrete will be made by the Engineer, without cost to the Contractor. Acceptance tests will evaluate the homogeneity of the placed concrete. Tests will include gamma-gamma logging. Tests may also include crosshole sonic logging and other means of inspection selected by the Engineer. The Contractor shall not conduct operations within 8.0 m of the gamma-gamma logging operations. The Contractor shall separate reinforcing steel as necessary to allow the Engineer access to the inspection pipes to perform gamma-gamma logging or other acceptance testing. After requesting acceptance tests and providing access to the piling, the Contractor shall allow 3 weeks for the Engineer to conduct these tests and make determination of acceptance if the 48.3-mm diameter cylinder passed all inspection pipes, and 4 weeks if only the 32.0-mm diameter cylinder passed all inspection pipes. Should the Engineer fail to complete these tests within the time allowance, and if in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in inspection, the delay will be considered a right of way delay as specified in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

All inspection pipes and cored holes in a pile shall be dewatered and filled with grout after notification by the Engineer that the pile is acceptable. Placement and removal of water in the inspection pipes shall be at the Contractor's expense. Grout shall conform to the provisions in Section 50-1.09, "Bonding and Grouting," of the Standard Specifications. The inspection pipes and holes shall be filled using grout tubes that extend to the bottom of the pipe or hole or into the grout already placed.

If acceptance testing performed by the Engineer determines that a pile does not meet the requirements of the specifications, then that pile will be rejected and all depositing of concrete under slurry or concrete placed using temporary casing for the purpose of controlling groundwater shall be suspended until written changes to the methods of pile construction are approved in writing by the Engineer.

The Contractor shall submit to the Engineer for approval a mitigation plan for repair, supplementation, or replacement for each rejected cast-in-drilled-hole concrete pile, and this plan shall conform to the provisions in Section 5-1.02, "Plans and

Working Drawings," of the Standard Specifications. Prior to submitting this mitigation plan, the Engineer will hold a repair feasibility meeting with the Contractor to discuss the feasibility of repairing rejected piling. The Engineer will consider the size of the defect, the location of the defect, and the design information and corrosion protection considerations for the pile. This information will be made available to the Contractor, if appropriate, for the development of the mitigation plan. If the Engineer determines that it is not feasible to repair the rejected pile, the Contractor shall not include repair as a means of mitigation and shall proceed with the submittal of a mitigation plan for replacement or supplementation of the rejected pile.

If the Engineer determines that a rejected pile does not require mitigation due to structural, geotechnical, or corrosion concerns, the Contractor may elect to 1) repair the pile per the approved mitigation plan, or 2) not repair anomalies found during acceptance testing of that pile. For such unrepaired piles, the Contractor shall pay to the State, \$400 per cubic meter for the portion of the pile affected by the anomalies. The volume, in cubic meters, of the portion of the pile affected by the anomalies, shall be calculated as the area of the cross-section of the pile affected by each anomaly, in square meters, as determined by the Engineer, multiplied by the distance, in meters, from the top of each anomaly to the specified tip of the pile. If the volume calculated for one anomaly overlaps the volume calculated for additional anomalies within the pile, the calculated volume for the overlap shall only be counted once. In no case shall the amount of the payment to the State for any such pile be less than \$400. The Department may deduct the amount from any moneys due, or that may become due the Contractor under the contract.

Pile mitigation plans shall include the following:

- A. The designation and location of the pile addressed by the mitigation plan.
- B. A review of the structural, geotechnical, and corrosion design requirements of the rejected pile.
- C. A step by step description of the mitigation work to be performed, including drawings if necessary.
- D. An assessment of how the proposed mitigation work will address the structural, geotechnical, and corrosion design requirements of the rejected pile.
- E. Methods for preservation or restoration of existing earthen materials.
- F. A list of affected facilities, if any, with methods and equipment for protection of these facilities during mitigation.
- G. The State assigned contract number, bridge number, full name of the structure as shown on the contract plans, District-County-Route-Kilometer Post, and the Contractor's (and Subcontractor's if applicable) name on each sheet.
- H. A list of materials, with quantity estimates, and personnel, with qualifications, to be used to perform the mitigation work.
- I. The seal and signature of an engineer who is licensed as a Civil Engineer by the State of California.

For rejected piles to be repaired, the Contractor shall submit a pile mitigation plan that contains the following additional information:

- A. An assessment of the nature and size of the anomalies in the rejected pile.
- B. Provisions for access for additional pile testing if required by the Engineer.

For rejected piles to be replaced or supplemented, the Contractor shall submit a pile mitigation plan that contains the following additional information:

- A. The proposed location and size of additional piling.
- B. Structural details and calculations for any modification to the structure to accommodate the replacement or supplemental piling.

All provisions for cast-in-drilled-hole concrete piling shall apply to replacement piling.

The Contractor shall allow the Engineer 3 weeks to review the mitigation plan after a complete submittal has been received.

Should the Engineer fail to review the complete pile mitigation submittal within the time specified, and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the pile mitigation plan, an extension of time commensurate with the delay in completion of the work thus caused will be granted in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

When repairs are performed, the Contractor shall submit a mitigation report to the Engineer within 10 days of completion of the repair. This report shall state exactly what repair work was performed and quantify the success of the repairs relative to the submitted mitigation plan. The mitigation report shall be stamped and signed by an engineer that is licensed as a Civil Engineer by the State of California. The mitigation report shall show the State assigned contract number, bridge number, full name of the structure as shown on the contract plans, District-County-Route-Kilometer Post, and the Contractor (and Subcontractor if applicable) name on each sheet. The Engineer will be the sole judge as to whether a

mitigation proposal is acceptable, the mitigation efforts are successful, and to whether additional repairs, removal and replacement, or construction of a supplemental foundation is required.

### **MEASUREMENT AND PAYMENT (PILING)**

Measurement and payment for the various types and classes of piles shall conform to the provisions in Sections 49-6.01, "Measurement," and 49-6.02, "Payment," of the Standard Specifications and these special provisions.

Payment for cast-in-place concrete piling shall conform to the provisions in Section 49-6.02, "Payment," of the Standard Specifications and these special provisions except that, when the diameter of cast-in-place concrete piling is shown on the plans as 600 mm or larger, reinforcement in the piling will be paid for by the kilogram as bar reinforcing steel (bridge).

Additional drilling and pile length that is below the specified pile tip elevation in order to obtain the minimum 1.8 m into bedrock will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

Full compensation for slurry, depositing concrete under slurry, test batches, inspection pipes, filling inspection holes and pipes with grout, drilling oversized cast-in-drilled-hole concrete piling, filling cave-ins and oversized piles with concrete, and redrilling through concrete, shall be considered as included in the contract prices paid per meter for cast-in-drilled-hole concrete piling of the types and sizes listed in the Engineer's Estimate, and no additional compensation will be allowed therefor.

### **10-1.45 PRESTRESSING CONCRETE**

Prestressing concrete shall conform to the provisions in Section 50, "Prestressing Concrete," of the Standard Specifications and these special provisions.

The details shown on the plans for cast-in-place prestressed box girder bridges are based on a bonded full length draped tendon prestressing system. For these bridges the Contractor may, in conformance with the provisions in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications, propose an alternative prestressing system utilizing bonded partial length tendons provided the proposed system and associated details meet the following requirements:

- A. The proposed system and details shall provide moment and shear resistances at least equal to those used for the design of the structure shown on the plans.
- B. The concrete strength shall not be less than that shown on the plans.
- C. Not less than 35 percent of the total prestressing force at any section shall be provided by full length draped tendons.
- D. Anchorage blocks for partial length tendons shall be located so that the blocks will not interfere with the placement of the utility facilities shown on the plans or of any future utilities to be placed through openings shown on the plans.
- E. Temporary prestressing tendons, if used, shall be detensioned, and the temporary ducts shall be filled with grout before completion of the work. Temporary tendons shall be either removed or fully encased in grout before completion of the work.
- F. All details of the proposed system, including supporting checked calculations, shall be included in the drawings submitted in conformance with the provisions in Section 50-1.02, "Drawings," of the Standard Specifications.

Moments and shears for loads used in the design shown on the plans will be made available to the Contractor upon written request to the Engineer.

### **10-1.46 CONCRETE STRUCTURES**

Portland cement concrete structures shall conform to the provisions in Section 51, "Concrete Structures," of the Standard Specifications and these special provisions.

#### **GENERAL**

Bridge decks shall be placed in one monolithic pour utilizing a manual crown paving assembly on the paving machine in order to avoid any construction joints.

Concrete for vaults, inlet and outlet structures of the Nevada Irrigation District pipeline system shall be minor concrete.

Concrete for flume supports, flume thrust block and outlet structure of the Nevada Irrigation District pipeline system shall conform to the provisions of this section.

Shotcrete shall not be used as an alternative construction method for reinforced concrete members unless otherwise specified.

Neoprene strip shall be furnished and installed at abutment backwall joint protection location in conformance with the details shown on the plans, the provisions in the Standard Specifications, and these special provisions.

Furnishing and installing neoprene strip shall conform to the requirements for strip waterstops as provided in Section 51-1.145, "Strip Waterstops," of the Standard Specifications, except that the protective board will not be required.

Forms used to support the deck of cast-in-place box girders for the following structure may remain in place, provided the portions of the forms which conflict with future utility facilities in bay location shown on the plans are removed, and the forming system employed leaves no sharp projections into the cells or voids:

Slacks Ravine Bridge (Bridge No. 17-0105)

Vertical, horizontal, radial, or normal dimensions shown on the Typical Section in the plans are for zero percent cross-slope. At the Contractor's option, the Typical Section of superelevated concrete box girder structures with 1) sloping exterior girders, 2) a straight uninterrupted cross slope between edges of deck, and 3) a single profile grade line, may be rotated around the profile grade line in superelevation areas. The horizontal distances between the profile grade line and the edges of deck shall remain unchanged. The planned girder widths and slab thicknesses shall remain unchanged and the interior girder stems shall remain vertical at the planned locations.

### **CONCRETE**

Concrete used in the portions of structures listed in the following table shall contain not less than 400 kilograms of cement per cubic meter and shall be air-entrained as provided under "Materials" of these special provisions.

### **FALSEWORK**

Falsework shall conform to the provisions in Section 51, "Concrete Structures," of the Standard Specifications and these special provisions.

#### **Welding and Nondestructive Testing**

Welding of steel members, except for previously welded splices and except for when fillet welds are used where load demands are less than or equal to 175 N/mm for each 3 mm of fillet weld, shall conform to AWS D1.1 or other recognized welding standard. The welding standard to be utilized shall be specified by the Contractor on the working drawings. Previously welded splices for falsework members are defined as splices made prior to the member being shipped to the project site.

Splices made by field welding of steel beams at the project site shall undergo nondestructive testing (NDT). At the option of the Contractor, either ultrasonic testing (UT) or radiographic testing (RT) shall be used as the method of NDT for each field weld and any repair made to a previously welded splice in a steel beam. Testing shall be performed at locations selected by the Contractor. The length of a splice weld where NDT is to be performed, shall be a cumulative weld length equal to 25 percent of the original splice weld length. The cover pass shall be ground smooth at the locations to be tested. The acceptance criteria shall conform to the requirements of AWS D1.1, Section 6, for cyclically loaded nontubular connections subject to tensile stress. If repairs are required in a portion of the weld, additional NDT shall be performed on the repaired sections. The NDT method chosen shall be used for an entire splice evaluation including any required repairs.

For all field welded splices, the Contractor shall furnish to the Engineer a letter of certification which certifies that all welding and NDT, including visual inspection, are in conformance with the specifications and the welding standard shown on the approved working drawings. This letter of certification shall be signed by an engineer who is registered as a Civil Engineer in the State of California and shall be provided prior to placing any concrete for which the falsework is being erected to support.

For previously welded splices, the Contractor shall determine and perform all necessary testing and inspection required to certify the ability of the falsework members to sustain the stresses required by the falsework design. This welding certification shall be in writing, shall be signed by an engineer who is registered as a Civil Engineer in the State of California, and shall be provided prior to placing any concrete for which the falsework is being erected to support.

The Contractor's engineer who signs the falsework drawings shall also certify in writing that the falsework is constructed in conformance with the approved drawings and the contract specifications prior to placing concrete. This certification shall include performing any testing necessary to verify the ability of the falsework members to sustain the stresses required by the falsework design. The engineer who signs the drawings may designate a representative to perform this certification. Where falsework contains openings for railroads, vehicular traffic, or pedestrians, the designated representative shall be qualified to perform this work, shall have at least three years of combined experience in falsework design or supervising falsework construction, and shall be registered as a Civil Engineer in the State of California. For other falsework, the designated representative shall be qualified to perform this work and shall have at least three years of combined experience in falsework design or supervising falsework construction. The Contractor shall certify the experience of the designated representative in writing and provide supporting documentation demonstrating the required experience if requested by the Engineer.

## **COST REDUCTION INCENTIVE PROPOSALS FOR CAST-IN-PLACE PRESTRESSED BOX GIRDER BRIDGES**

Except as provided herein, cast-in-place prestressed box girder bridges shall be constructed in conformance with the details shown on the plans and the provisions in Section 50, "Prestressing Concrete," and Section 51, "Concrete Structures," of the Standard Specifications.

If the Contractor submits cost reduction incentive proposals for cast-in-place prestressed box girder bridges, the proposals shall be in conformance with the provisions in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications and these special provisions.

The Engineer may reject any proposal which, in the Engineer's judgment, may not produce a structure which is at least equivalent to the planned structure.

At the time the cost reduction incentive proposal (CRIP) is submitted to the Engineer, the Contractor shall also submit 4 sets of the proposed revisions to the contract plans, design calculations, and calculations from an independent checker for all changes involved in the proposal, including revisions in camber, predicted deck profile at each construction stage, and falsework requirements to the Office of Structure Design, Documents Unit, P.O. Box 942874, Sacramento, CA 94274-0001 (1801 30th Street, Sacramento, CA 95816), telephone (916) 227-8230. When notified in writing by the Engineer, the Contractor shall submit 12 sets of the CRIP plan revisions and calculations to the Office of Structure Design for final approval and use during construction. The calculations shall verify that all requirements are satisfied. The CRIP plans and calculations shall be signed by an engineer who is registered as a Civil Engineer in the State of California.

The CRIP plans shall be either 279 mm x 432 mm, or 559 mm x 864 mm in size. Each CRIP plan sheet and calculation sheet shall include the State assigned designations for the contract number, bridge number, full name of the structure as shown on the contract plans, and District-County-Route-Kilometer Post. Each CRIP plan sheet shall be numbered in the lower right hand corner and shall contain a blank space in the upper right hand corner for future contract sheet numbers.

Within 3 weeks after final approval of the CRIP plan sheets, one set of the corrected good quality prints on 75-g/m<sup>2</sup> (minimum) bond paper, 559 mm x 864 mm in size, of all CRIP plan sheets prepared by the Contractor for each CRIP shall be furnished to the Office of Structure Design, Documents Unit.

Each CRIP shall be submitted prior to completion of 25 percent of the contract working days and sufficiently in advance of the start of the work that is proposed to be revised by the CRIP to allow time for review by the Engineer and correction by the Contractor of the CRIP plans and calculations without delaying the work. The Contractor shall allow a minimum of 10 weeks for the review of a CRIP. In the event that several CRIPs are submitted simultaneously, or an additional CRIP is submitted for review before the review of a previously submitted CRIP has been completed, the Contractor shall designate the sequence in which the CRIPs are to be reviewed. In this event, the time to be provided for the review of any proposal in the sequence shall be not less than the review time specified herein for that proposal, plus 2 weeks for each CRIP of higher priority which is still under review.

Should the review not be complete by the date specified in the Contractor's CRIP, or such other date as the Engineer and Contractor may subsequently have agreed to in writing and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in review of CRIP plans and calculations, an extension of time commensurate with the delay in completion of the work thus caused will be granted as provided in Section 8-1.07, "Liquidated Damages," of the Standard Specifications except that the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications shall not apply.

Permits and approvals required of the State have been obtained for the structures shown on the plans. Proposals which result in a deviation in configuration may require new permits or approvals. The Contractor shall be responsible for obtaining the new permits and approvals before the Engineer will reach a decision on the proposal. Delays in obtaining permits and approvals will not be reason for granting an extension of contract time.

All proposed modifications shall be designed in conformance with the bridge design specifications and procedures currently employed by the Department. The proposal shall include all related, dependent or incidental changes to the structure and other work affected by the proposal. The proposal will be considered only when all aspects of the design changes are included for the entire structure. Changes, such as but not limited to, additional reinforcement and changes in location of reinforcement, necessary to implement the CRIP after approval by the Engineer, shall be made at the Contractor's expense.

Modifications may be proposed in (1) the thickness of girder stems and deck slabs, (2) the number of girders, (3) the deck overhang dimensions as specified herein, (4) the amount and location of reinforcing steel, (5) the amount and location of prestressing force in the superstructure, and (6) the number of hinges, except that the number of hinges shall not be increased. The strength of the concrete used may be increased but the strength employed for design or analysis shall not exceed 42 MPa.

Modifications proposed to the minimum amount of prestressing force which must be provided by full length draped tendons are subject to the provisions in "Prestressing Concrete" of these special provisions.

No modifications will be permitted in (1) the foundation type, (2) the span lengths or (3) the exterior dimensions of columns or bridge superstructure, except that the overhang dimension from face of exterior girder to the outside edge of

roadway deck may be uniformly increased or decreased by 25 percent on each side of the box girder section. Fixed connections at the tops and bottoms of columns shown on the plans shall not be eliminated.

The Contractor shall be responsible for determining construction camber and obtaining the final profile grade as shown on the plans.

The Contractor shall reimburse the State for the actual cost of investigating CRIPs for cast-in-place prestressed box girder bridges submitted by the Contractor. The Department will deduct this cost from any moneys due, or that may become due the Contractor under the contract, regardless of whether or not the proposal is approved or rejected.

### **SLIDING BEARINGS**

Sliding bearings consisting of elastomeric bearing pads lubricated with grease and covered with sheet metal shall conform to the following requirements:

- A. Grease shall conform to the requirements of Military Specification: MIL-S-8660. A uniform film of grease shall be applied to the upper surface of the pads prior to placing the sheet metal.
- B. Sheet metal shall be commercial quality galvanized sheet steel. The sheet metal shall be smooth and free of kinks, bends, or burrs.
- C. Construction methods and procedures shall prevent grout or concrete seepage into the sliding bearing assembly.

### **ELASTOMERIC BEARING PADS**

Elastomeric bearing pads shall conform to the provisions in Section 51-1.12H, "Elastomeric Bearing Pads," of the Standard Specifications.

### **DECK CRACK TREATMENT**

The Contractor shall use all means necessary to minimize the development of shrinkage cracks.

The Contractor shall remove all equipment and materials from the deck and clean the surface as necessary for the Engineer to measure the surface crack intensity. Surface crack intensity will be determined by the Engineer after completion of concrete cure, before prestressing, and before the release of falsework. In any 50-m<sup>2</sup> portion of deck within the limits of the new concrete deck, should the intensity of cracking be such that there are more than 5 m of cracks whose width at any location exceeds 0.5-mm, the deck shall be treated with methacrylate resin. The area of deck to be treated shall have a width that extends for the entire width of new deck inside the concrete barriers and a length that extends at least 1.5 m beyond the furthest single continuous crack outside the 50-m<sup>2</sup> portion, measured from where that crack exceeds 0.5-mm in width, as determined by the Engineer.

Deck crack treatment shall consist of test sealing, and furnishing and applying methacrylate resin in conformance with the requirements of these special provisions. If grinding operation is required, deck treatment shall take place before grinding.

Before the start of deck treatment work, the Contractor shall submit for approval by the Engineer, a program for public safety associated with the use of methacrylate resin. The program shall identify materials, equipment, and methods to be used. The Contractor shall not perform deck treatment work, other than that specifically authorized in writing by the Engineer, until the program has been approved.

If the measures being taken by the Contractor are inadequate to provide for public safety associated with use of methacrylate resin, the Engineer will direct the Contractor to revise the operations and the public safety program. Directions for revisions will be in writing and will specify the items in which the Contractor's program is inadequate. No further deck treatment shall be performed until public safety measures are adequate, and a revised program for public safety has been approved.

The Engineer will notify the Contractor of the approval or rejection of any submitted or revised program for public safety associated with the use of methacrylate resin within 10 working days of receipt of the final submitted program.

The State will not be liable to the Contractor for failure to approve all or any portion of an originally submitted or revised program for public safety associated with the use of methacrylate resin, nor for any delays to the work due to the Contractor's failure to submit an acceptable program for public safety associated with the use of methacrylate resin. If the Engineer does not review or approve the program submitted by the Contractor within the time specified and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the program for public safety, the delay will be considered a right of way delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

### **Materials**

The material used for treating the deck shall be a low odor, high molecular weight methacrylate resin. Before adding initiator, the resin shall have a maximum volatile content of 30 percent when tested in conformance with the requirements in ASTM Designation: D 2369, and shall conform to the following:

PROPERTY	TEST METHOD	REQUIREMENT
Viscosity Pa·s, maximum, (Brookfield RVT with UL adaptor, 50 RPM at 25°C)	ASTM D 2196	0.025
Specific Gravity minimum, at 25°C	ASTM D 1475	0.90
Flash Point °C, minimum	ASTM D 3278	82
Vapor Pressure mm Hg, maximum, at 25°C	ASTM D 323	1.0
Tack-free time minutes, maximum at 25°C	California Test 551	400
PCC Saturated Surface-Dry Bond Strength MPa, minimum at 24 hours and 21±1°C	California Test 551	3.5
* Test shall be performed before adding initiator.		

A Material Safety Data Sheet shall be furnished before use for each shipment of high molecular weight methacrylate resin.

The promoter and initiator, if supplied separately from the resin, shall not be mixed directly with each other. Containers of promoters and initiators shall not be stored together in a manner that will allow leakage or spillage from one to contact the containers or material of the other.

### Testing

The Contractor shall allow 14 days for sampling and testing by the Engineer of the high molecular weight methacrylate resin before proposed use.

The Contractor shall treat a test area within the project limits of approximately 50 m<sup>2</sup> at a location approved by the Engineer. Conditions during the test treatment shall be similar to those expected on the deck. Equipment used in the test shall be similar to those used for the deck treating operations. If the test area is on the traveled way, traffic shall not be allowed on the treated test area until (1) the treated surface is tack free (non-oily), (2) the sand cover adheres sufficiently to resist brushing by hand, and (3) the coefficient of friction of the deck is at least 0.35 when tested in conformance with the requirements in California Test 342.

Should the above requirements for traffic use not be met, the Contractor shall suspend treating of bridge decks until another test area is treated and complies with the requirements.

### Construction

Before deck treatment with methacrylate resin, the bridge deck surface shall be cleaned by abrasive blasting and all loose material shall be blown from visible cracks using high-pressure air. Concrete curing seals shall be cleaned from the deck surface to be treated, and the deck shall be dry when blast cleaning is performed. If the deck surface becomes contaminated at any time before placing the penetrating sealer, the deck surface shall be cleaned by abrasive blasting.

Equipment shall be fitted with suitable traps, filters, drip pans, or other devices as necessary to prevent oil or other deleterious material from being deposited on the deck.

Where abrasive blasting is being performed within 3 m of a lane occupied by public traffic, the residue including dust shall be removed immediately after contact between the abrasive and the surface being treated. The removal shall be by a vacuum attachment operating concurrently with the abrasive blasting operation.

The relative humidity shall be less than 90 percent at time of treatment.

A compatible promoter/initiator system shall be capable of providing a resin gel time of not less than 40 minutes nor more than 1.5 hours at the temperature of application. Gel time shall be adjusted to compensate for the changes in temperature throughout treatment application.

The quantity of resin mixed with promoter and initiator shall be limited to 20 L at a time for manual application.

Machine application of the resin shall be performed by using a two-part resin system using a promoted resin for one part and an initiated resin for the other part. This two-part resin system shall be combined at equal volumes to the spray bars through separate positive displacement pumps. Combining of the 2 components shall be by either static in-line mixers or by external intersecting spray fans. The pump pressure at the spray bars shall not be great enough to cause appreciable atomization of the resin. Compressed air shall not be used to produce the spray. A shroud shall be used to enclose the spray bar apparatus. Hand held spray apparatus shall not be used.

The Contractor shall allow methacrylate resin to be applied only to the specified area. Barrier rails, joints, and drainage facilities shall be adequately protected to prevent contamination by the treatment material. Contaminated items shall be repaired at the Contractor's expense.

The prepared area shall be dry and the surface temperature shall be less than or equal to 38°C when the resin is applied. The rate of application of promoted/initiated resin shall be approximately 2.2 square meters per liter,  $\pm$  0.1 square meter per liter.

The deck surfaces to be treated shall be flooded with resin, allowing penetration into the concrete and filling of all cracks. The treatment shall be applied within 5 minutes after complete mixing. A significant increase in viscosity shall be cause for rejection. Excess material shall be redistributed by squeegees or brooms within 10 minutes after application.

After the resin has been applied, at least 20 minutes shall elapse before applying sand. The sand shall be commercial quality dry blast sand. Ninety-five percent of the sand shall pass the 2.36-mm sieve, and 95 percent shall be retained on the 850- $\mu$ m sieve. The sand shall be applied at a rate of one kilogram per square meter,  $\pm$  0.1 kilogram per square meter.

Excess sand shall be removed from the deck surface by vacuuming or sweeping before opening to traffic.

Traffic shall not be allowed on the treated area until (1) the treated surface is tack free (non-oily), (2) the sand cover adheres sufficiently to resist brushing by hand, and (3) the coefficient of friction of the deck is at least 0.35 when tested in conformance with the requirements in California Test 342.

## **MEASUREMENT AND PAYMENT**

Measurement and payment for concrete in structures shall conform to the provisions in Section 51-1.22, "Measurement," and Section 51-1.23, "Payment," of the Standard Specifications and these special provisions.

Concrete for the irrigation flume supports, flume outlet and thrust block structure will be measured and paid for by the cubic meter as structural concrete.

Vaults, inlet and outlet structures of the Nevada Irrigation District irrigation structures will be measured and paid for as minor concrete (minor structure) (NID facilities).

Full compensation for deck crack treatment, including a program for public safety, shall be considered as included in the contract price paid per cubic meter for structural concrete, bridge and no additional compensation will be allowed therefor.

### **10-1.47 STRUCTURE APPROACH SLABS (Type EQ)**

This work shall consist of constructing reinforced concrete approach slabs in conformance with the details shown on the plans, the provisions in Section 51, "Concrete Structures," of the Standard Specifications, and these special provisions.

#### **APPROACH SLABS**

Concrete for use in approach slabs shall contain not less than 400 kilograms of cementitious material per cubic meter and shall be air-entrained as provided under "Materials" of these special provisions.

Steel components of abutment ties including plates, nuts, washers, and rods shall conform to the provisions in Section 75-1.03, "Miscellaneous Bridge Metal," of the Standard Specifications, and shall be epoxy-coated in conformance with the provisions in Section 52-1.02B, "Epoxy-coated Reinforcement" of the Standard Specifications. Galvanizing will not be required.

Bar reinforcement shall be epoxy-coated and shall conform to the provisions in Section 52-1.02B, "Epoxy-coated Reinforcement" of the Standard Specifications.

The steel angle at the concrete barrier joint shall conform to the provision in Section 75-1.03, "Miscellaneous Bridge Metal," of the Standard Specifications.

Structure approach slabs shall be cured for not less than 5 days prior to opening to public traffic, unless, at the option of the Contractor, the structure approach slabs are constructed using concrete with a non-chloride Type C chemical admixture conforming to these special provisions.

Portland cement for use in concrete using a non-chloride Type C chemical admixture shall be Type II Modified, Type II Prestress, or Type III. Type II Modified and Type III cement shall conform to the provisions in Section 90-2.01, "Cement," of the Standard Specifications. Type II Prestress cement shall conform to the requirements of Type II Modified cement, except the mortar containing the portland cement to be used and Ottawa sand, when tested in conformance with California Test 527, shall not contract in air more than 0.053-percent.

The non-chloride Type C chemical admixture, approved by the Engineer, shall conform to the requirements in ASTM Designation: C 494 and Section 90-4, "Admixtures," of the Standard Specifications.

The concrete with non-chloride Type C chemical admixture shall be prequalified prior to placement in conformance with the provisions for prequalification of concrete specified by compressive strength in Section 90-9.01, "General," of the Standard Specifications and the following:

- A. Immediately after fabrication of the 5 test cylinders, the cylinders shall be stored in a temperature medium of  $21 \pm 1.5^{\circ}\text{C}$  until the cylinders are tested.
- B. The 6-hour average strength of the 5 test cylinders shall not be less than 5.85 MPa. No more than 2 test cylinders shall have a strength of less than 5.5 MPa.

The top surface of approach slabs shall be finished in conformance with the provisions in Section 51-1.17, "Finishing Bridge Decks," of the Standard Specifications. Edges of slabs shall be edger finished.

Approach slabs shall be cured with pigmented curing compound (1) in conformance with the provisions for curing structures in Section 90-7.01B, "Curing Compound Method," of the Standard Specifications.

Structure approach slabs constructed using concrete with a non-chloride Type C chemical admixture shall be cured for not less than 6 hours prior to opening to public traffic. The curing period shall be considered to begin at the start of discharge of the last truck load of concrete to be used in the slab.

If the ambient temperature is below  $18^{\circ}\text{C}$  during the curing period for approach slabs using concrete with a non-chloride Type C chemical admixture, an insulating layer or blanket shall be used to cover the surface. The insulating layer or blanket shall have an R-value rating given in the table below. At the Contractor's option, a heating tent may be used in lieu of or in combination with the insulating layer or blanket.

Temperature range during curing period	R-value, minimum
$13^{\circ}\text{C}$ to $18^{\circ}\text{C}$	1
$7^{\circ}\text{C}$ to $13^{\circ}\text{C}$	2
$4^{\circ}\text{C}$ to $7^{\circ}\text{C}$	3

## JOINTS

Hardboard and expanded polystyrene shall conform to the provisions in Section 51-1.12D, "Sheet Packing, Preformed Pads and Board Fillers," of the Standard Specifications.

The pourable seal between the steel angle and concrete barrier shall conform to the requirements for Type A and AL seals in Section 51-1.12F(3), "Materials and Installation," of the Standard Specifications. The sealant may be mixed by hand-held power-driven agitators and placed by hand methods. Immediately prior to placing the seal, the joint shall be thoroughly cleaned, including abrasive blast cleaning of the concrete surfaces, so that all foreign material and concrete spillage are removed from all joint surfaces. Joint surfaces shall be dry at the time the seal is placed.

## MEASUREMENT AND PAYMENT

Structural concrete, approach slab (Type EQ) will be measured and paid for in conformance with the provisions in Section 51-1.22, "Measurement," and Section 51-1.23, "Payment," of the Standard Specifications and these special provisions.

Full compensation for miscellaneous bridge metal, pourable seals, epoxy-coated bar reinforcement, and epoxy-coated miscellaneous bridge metal shall be considered as included in the contract price paid per cubic meter for structural concrete, approach slab (Type EQ), and no additional compensation will be allowed therefor.

### 10-1.48 SEALING JOINTS

Joints in concrete bridge decks and joints between concrete structures and concrete approach slabs shall be sealed in conformance with the details shown on the plans, the provisions in Section 51, "Concrete Structures," of the Standard Specifications, and these special provisions.

Where polyurethane seals are shown on the plans, a silicone sealant conforming to the provisions in Section 51-1.12F, "Sealed Joints," of the Standard Specifications may be used.

When ordered by the Engineer, a joint seal larger than called for by the Movement Rating shown on the plans shall be furnished and installed. Payment to the Contractor for furnishing the larger seal and for saw cutting the increment of additional depth of groove required will be determined as provided in Section 4-1.03, "Changes," of the Standard Specifications.

For Type A and Type AL seals, a pourable 2-component polyurethane or silicone sealant that meets the test requirements in Section 51-1.12F(3), "Materials and Installation," of the Standard Specifications and also has a minimum pot life of 10

minutes at a temperature of 32°C may be used, at the option of the Contractor. The 2 components of polyurethane or silicone sealants shall be thoroughly mixed in the ratio recommended by the manufacturer with power driven agitators or the static mixer process, respectively.

#### **10-1.49 REINFORCEMENT**

Reinforcement shall conform to the provisions in Section 52, "Reinforcement," of the Standard Specifications and these special provisions.

The Department's mechanical splices prequalified list can be found at the following internet site:

[http://www.dot.ca.gov/hq/esc/approved\\_products\\_list/](http://www.dot.ca.gov/hq/esc/approved_products_list/)

The provisions of "Welding Quality Control" of these special provisions shall not apply to resistance butt welding.

Reinforcement shown on the plans to be galvanized shall be galvanized in conformance with the provisions in Section 75-1.05, "Galvanizing," of the Standard Specifications.

#### **MEASUREMENT AND PAYMENT**

Measurement and payment for reinforcement in structures shall conform to the provisions in Section 52-1.10, "Measurement," and Section 52-1.11, "Payment," of the Standard Specifications and these special provisions.

Bar reinforcing steel for the irrigation flume support structure, flume outlet and thrust block structures will be measured and paid for by the kilogram as bar reinforcing steel.

Full compensation for galvanizing steel reinforcement shall be considered as included in the prices paid for the various items of work involved and no additional compensation will be allowed therefor.

Epoxy coated bar reinforcing steel will be measured and paid for as bar reinforcing steel (bridge).

#### **10-1.50 ROADSIDE SIGNS**

Roadside signs shall be installed at the locations shown on the plans or where designated by the Engineer and in conformance with the provisions in Section 56-2, "Roadside Signs," of the Standard Specifications and these special provisions.

Wood posts shall be pressure treated after fabrication in conformance with the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," of the Standard Specifications and AWPA Use Category System: UC4A, Commodity Specification A or B.

Type N marker panels mounted on a post with a roadside sign shall be considered to be sign panels and will not be paid for as markers.

#### **10-1.51 FURNISH SIGN**

Signs shall be fabricated and furnished in accordance with details shown on the plans, the Traffic Sign Specifications, and these special provisions.

Traffic Sign Specifications for California sign codes are available for review at the Department's internet site:

<http://www.dot.ca.gov/hq/traffops/signtech/signdel/specs.htm>

Traffic Sign Specifications for signs referenced with Federal MUTCD sign codes can be found in Standard Highway Signs Book, administered by the Federal Highway Administration, which is available for review at the following Internet website:

<http://mutcd.fhwa.dot.gov/ser-pubs.htm>

Information on cross-referencing California sign codes with the Federal MUTCD sign codes is available at the Department's internet site:

<http://www.dot.ca.gov/hq/traffops/signtech/signdel/specs.htm>

Temporary or permanent signs shall be free from blemishes that may affect the serviceability and detract from the general sign color and appearance when viewing during daytime and nighttime from a distance of 8 m. The face of each finished sign shall be uniform, flat, smooth, and free of defects, scratches, wrinkles, gel, hard spots, streaks, extrusion marks, and air bubbles. The front, back, and edges of the sign panels shall be free of router chatter marks, burns, sharp edges, loose rivets, delaminated skins, excessive adhesive over spray and aluminum marks.

## **SHEET ALUMINUM**

Alloy and temper designations for sheet aluminum shall be in accordance with ASTM Designation: B209.

The Contractor shall furnish the Engineer a Certificate of Compliance in accordance to Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for the sheet aluminum.

Sheet aluminum shall be pretreated in accordance to ASTM Designation: B449. Surface of the sheet aluminum shall be cleaned, deoxidized, and coated with a light and tightly adherent chromate conversion coating free of powdery residue. The conversion coating shall be Class 2 with a mass between 108 mg/m<sup>2</sup> and 377 mg/m<sup>2</sup>, and an average mass of 269 mg/m<sup>2</sup>. Following the cleaning and coating process, the sheet aluminum shall be protected from exposure to grease, oils, dust, and contaminants.

Sheet aluminum shall be free of buckles, warps, dents, cockles, burrs, and defects resulting from fabrication.

Base plate for standard route marker shall be die cut.

## **RETROREFLECTIVE SHEETING**

The Contractor shall furnish retroreflective sheeting for sign background and legend in accordance with ASTM Designation: D4956 and "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

Retroreflective sheeting shall be applied to sign panels as recommended by the retroreflective sheeting manufacturer without stretching, tearing, and damage.

Class 1, 3, or 4 adhesive backing shall be used for Type II, III, IV, VII, VIII, and IX retroreflective sheeting. Class 2 adhesive backing may also be used for Type II retroreflective sheeting. The adhesive backing shall be pressure sensitive and fungus resistant.

When the color of the retroreflective sheeting determined from instrumental testing is in dispute, the Engineer's visual test will govern.

## **PROCESS COLOR AND FILM**

The Contractor shall furnish and apply screened process color, non-reflective opaque black film, and protective overlay film of the type, kind, and product that are approved by the manufacturer of the retroreflective sheeting.

The Contractor shall furnish the Engineer a Certificate of Compliance in accordance to Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for the screened process color, non-reflective opaque black film, and protective overlay film.

The surface of the screened process color shall be flat and smooth. When the screened process colors determined from the instrumental testing in accordance to ASTM Designation: D4956 are in dispute, the Engineer's visual test will govern.

The Contractor shall provide patterns, layouts, and set-ups necessary for the screened process.

The Contractor may use green, red, blue, and brown reverse-screened process colors for background and non-reflective opaque black film or black screened process color for legend. The coefficient of retroreflection for reverse-screened process colors on white retroreflective sheeting shall not be less than 70 percent of the coefficient of retroreflection specified in ASTM Designation: D4956.

The screened process colors and non-reflective opaque black film shall have the same outdoor weatherability as that of the retroreflective sheeting.

After curing, screened process colors shall withstand removal when tested by applying 3M Company Scotch Brand Cellophane Tape No. 600 or equivalent tape over the color and removing with one quick motion at 90° angle.

## **SINGLE SHEET ALUMINUM SIGN**

Single sheet aluminum signs shall be fabricated and furnished with or without frame. The Contractor shall furnish the sheet aluminum in accordance to "Sheet Aluminum" of these special provisions. Single sheet aluminum signs shall be fabricated from sheet aluminum alloy 6061-T6 or 5052-H38.

Single sheet aluminum signs shall not have a vertical splice in the sheet aluminum. For signs with depth greater than 1220 mm, one horizontal splice will be allowed in the sheet aluminum.

Framing for single sheet aluminum sign shall consist of aluminum channel or rectangular aluminum tubing. The framing shall have a length tolerance of +3 mm. The face sheet shall be affixed to the frame with rivets of 5-mm diameter. Rivets shall be placed within the web of channels and shall not be placed less than 13 mm from edges of the sign panels. Rivets shall be made of aluminum alloy 5052 and shall be anodized or treated with conversion coating to prevent corrosion. The exposed portion of rivets on the face of signs shall be the same color as the background or legend where the rivets are placed.

Finished signs shall be flat within a tolerance of +3 mm per meter when measured across the plane of the sign in all directions. The finished signs shall have an overall tolerance within +3 mm of the detailed dimensions.

Aluminum channels or rectangular aluminum tubings shall be welded together with the inert gas shielded-arc welding process using E4043 aluminum electrode filler wires as shown on the plans. Width of the filler shall be equal to wall thickness of smallest welded channel or tubing.

#### FIBERGLASS REINFORCED PLASTIC PANEL SIGN

The Contractor shall furnish fiberglass reinforced plastic panel sign in accordance with ASTM Designation: D3841 and "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

Fiberglass reinforced plastic shall be acrylic modified and ultraviolet stabilized for outdoor weatherability. The plastic shall contain additives designed to suppress fire ignition and flame propagation. When tested in accordance with the requirements in the ASTM Designation: D635, the extent of burning shall not exceed 25 mm.

Fiberglass reinforced plastic shall be stabilized to prevent the release solvents and monomers. The front and back surfaces of the laminate shall be clean and free of constituents and releasing agents that can interfere with the bonding of retroreflective sheeting.

The fiberglass reinforced plastic panel sign shall be weather resistant Grade II thermoset polyester laminate.

The fiberglass reinforced plastic panels shall be minimum 3.4 mm thick. Finished fiberglass reinforced plastic panel signs shall be flat within a tolerance of +3 mm per meter when measured across the plane of the sign in all directions. The finished signs shall have an overall tolerance within +3 mm of the specified dimensions.

Color of fiberglass reinforced plastic panels shall be uniform gray within Munsel range of N7.5 to N8.5.

Fiberglass reinforced plastic panels shall be cut from a single piece of laminate. Bolt holes shall be predrilled. The predrilled bolt holes, panel edges, and the front and back surfaces of the panels shall be true and smooth. The panel surfaces shall be free of visible cracks, pinholes, foreign inclusions, warping and wrinkles that can affect performance and serviceability.

#### 10-1.52 REINFORCED CONCRETE PIPE

Reinforced concrete pipe shall conform to the provisions in Section 65, "Reinforced Concrete Pipe," of the Standard Specifications and these special provisions.

Where embankment will not be placed over the top of the pipe, a relative compaction of not less than 85 percent shall be required below the pipe spring line for pipe installed using Method 1 backfill in trench, as shown on Standard Plan A62D. Where the pipe is to be placed under the traveled way, a relative compaction of not less than 90 percent shall be required unless the minimum distance between the top of the pipe and the pavement surface is the greater of 1.2 m or one half of the outside diameter of the pipe.

Except as otherwise designated by classification on the plans or in the specifications, joints for culvert and drainage pipes shall conform to the plans or specifications for standard joints.

When reinforced concrete pipe is installed in conformance with the details shown on Standard Plan A62DA, the fifth paragraph of Section 19-3.04, "Water Control and Foundation Treatment," of the Standard Specifications shall not apply.

When solid rock or other unyielding material is encountered at the planned elevation of the bottom of the bedding, the material below the bottom of the bedding shall be removed to a depth of 1/50 of the height of the embankment over the top of the culvert, but not less than 150 mm nor more than 300 mm. The resulting trench below the bottom of the bedding shall be backfilled with structure backfill material in conformance with the provisions in Section 19-3.06, "Structure Backfill," of the Standard Specifications.

The excavation and backfill below the planned elevation of the bottom of the bedding will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

The Outer Bedding shown on Standard Plan A62DA shall not be compacted prior to placement of the pipe.

Reinforced concrete pipe shall be either cast or spun. Cast reinforced concrete pipe shall be manufactured by placing the concrete into stationary, vertical, cylindrical metal forms. Spun reinforced concrete pipe shall be manufactured by introducing the concrete into a rotating, horizontal, cylindrical metal form.

Special reinforced concrete pipe, having concrete cover over the steel reinforcement greater than the cover specified in AASHTO Designation: M 170M, shall conform to the provisions in Section 65-1.02, "Materials," and Section 65-1.02A, "Circular Reinforced Concrete Pipe," of the Standard Specifications, except the width of crack produced by the D-load test specified in AASHTO Designation: M 170M shall be the width determined by the following formula:

$$b = \frac{t - 3 / 8d}{t - 3 / 8d - C} \times 0.3\text{-mm}$$

Where:

b = Width of crack to be produced in lieu of the 0.3-mm crack specified in AASHTO Designation: M 170M

t = Wall thickness of pipe, mm

d = Effective depth of the section to be tested, m

C = Concrete cover over steel reinforcement in excess of cover specified in AASHTO Designation: M 170M

Reinforced concrete pipe that is to be hydrostatically tested shall be strength tested by the 3-edge bearing method to a maximum D-load of 10 percent greater than the 0.3-mm cracking D-load specified in AASHTO Designation: M 170M or to the actual D-load required to produce a 0.3-mm crack, whichever is the lesser.

Special oval shaped reinforced concrete pipe, having concrete cover over the steel reinforcement greater than the cover specified in AASHTO Designation: M 207M, shall conform to the provisions in Section 65-1.02, "Materials," and Section 65-1.02B, "Oval Shaped Reinforced Concrete Pipe," of the Standard Specifications, except the width of crack produced by the D-load test specified in AASHTO Designation: M 207M shall be the width determined by the following formula:

$$b = \frac{t - 3 / 8d}{t - 3 / 8d - C} \times 0.3\text{-mm}$$

Where:

b = Width of crack to be produced in lieu of the 0.3-mm crack specified in AASHTO Designation: M 207M

t = Wall thickness of pipe, mm

d = Effective depth of the section to be tested, m

C = Concrete cover over steel reinforcement in excess of cover specified in AASHTO Designation: M 207

Oval shaped reinforced concrete pipe that is to be hydrostatically tested shall be strength tested by the 3-edge bearing method to a maximum D-load of 10 percent greater than the 0.3-mm cracking D-load specified in AASHTO Designation: M 207M or to the actual D-load required to produce a 0.3-mm crack, whichever is the lesser.

#### **10-1.53 LOW-HEAD REINFORCED CONCRETE PRESSURE PIPE AND FITTINGS (NID SIPHON 2A AND 2B)**

This work shall consist of furnishing and installing the reinforced concrete pressure pipe (RCPP) and fittings for Siphons 2A and 2B of the Nevada Irrigation District facilities. Work shall be between inlet and outlet structures for Siphon 2A and between inlet structure and WSP flume for Siphon 2B.

#### **REFERENCES**

The following is a list of standards that may be referenced in this section:

A. American Water Works Association (AWWA):

1. C205, Cement-Mortar Protective Lining and Coating for Steel Water Pipe - 100 mm and Larger - Shop Applied.
2. C208, Dimensions for Fabricated Steel Water Pipe Fittings.
3. C302, Reinforced Concrete Pressure Pipe, Noncylinder Type.

B. ASTM International (ASTM):

1. A615/A615M, Standard Specification for Deformed and Plain Billet-Steel Bars for Concrete Reinforcement.
2. C150, Standard Specification for Portland Cement.
3. C260, Standard Specification for Air-Entraining Admixtures for Concrete.
4. C361, Standard Specification for Reinforced Concrete Low-Head Pressure Pipe.
5. E329, Standard Specification for Agencies Engaged in the Testing and/or Inspection of Materials Used in Construction.

#### **SUBMITTALS**

The Contractor shall submit to the Engineer the following:

**Shop Drawings:**

1. Fabrication plans and calculations for pipe, fittings, specials (including vent pipe and seep rings) and joint details. Include concrete mix design, reinforcement dimensions, concrete cover, spacing, and placement tolerances to be used.
2. Complete shop drawings and laying diagrams showing location of each pipe section.

### **Manufacturer's Documents:**

1. Certificates:
  - a. Manufacturer's Certificate of Compliance, in accordance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications that products furnished meet requirements of this section.
  - b. Certification of Calibration: Approved testing laboratory certificate if pressure gauge for hydrostatic test has been previously used. If pressure gauge is new, no certificate is required.
  - c. Certified statement from manufacturer of gaskets, setting forth that basic polymer used in gaskets and test results of physical properties of compound are in accordance with ASTM C361.
  - d. Letter from independent testing agency certifying that pipe furnished meets requirements of this section.
2. Manufacturer's written recommendations for pipe handling and installation.
3. Test or historical performance data to verify that joint design meets requirements of these specifications.
4. Field Testing Plan: Submit at least 15 days prior to testing and include at least the following information:
  - a. Testing dates.
  - b. Piping systems and section(s) to be tested.
  - c. Method of isolation.
  - d. Method of conveying water from source to system being tested.
  - e. Calculation of maximum allowable leakage for piping section(s) to be tested.
5. Test report documentation.

## **MATERIALS**

### **Pipe: Reinforced Concrete**

1. Manufacture using centrifugal spun process or wet-cast in stationary vertical forms with concrete compacted by high-frequency vibration. Rotating packer or platform methods will not be allowed.
2. Conform to requirements of this section and of ASTM C361 for hydrostatic head of 15 m and a depth of cover 4.6 m or as shown on Drawings, whichever is greater.
3. Modified and special designs are not permitted.

### **Joints**

1. General
  - a. Use rubber-gasket type utilizing a spigot groove design in accordance with the requirements of ASTM C361.
  - b. Joint mating length shall provide allowance for manufacturer's allowable joint deflection, preset joint opening to allow for joint deflection, and allowances as necessary to ensure positive gasket sealing during joint movement.
  - c. Joints shall be manufactured either with or without steel joint rings.
2. Concrete Joints:
  - a. Push-on, self-centering bell and spigot type using rubber gaskets.
  - b. Joints and gaskets shall conform to ASTM C361.
  - c. Flared bell type joints that provide full wall thickness at both bell and spigot.
  - d. Shall form watertight seal, capable of resisting internal water head of minimum of 15 m as specified.
  - e. Shall form watertight seal capable of resisting external water head of minimum 4.6 m.
3. Joints Made with Steel Joint Rings Inside Cased Crossings:
  - a. Use at all cased crossings:
  - b. Push-on, self-centering bell and spigot type using flush steel bell and/or spigot rings, conforming to requirements of ASTM C361.
  - c. Steel joint rings shall extend beyond bell or spigot at least 50 mm.

- d. Shall form watertight seal, capable of resisting internal water head of minimum of 15 m as specified.
- e. Shall form watertight seal capable of resisting water head of minimum 4.6 m.
- f. Coat all steel hold back areas with NSF epoxy as specified in Welded Steel Pipe, Specials and Fittings elsewhere in these special provisions.

#### **Concrete Pipe Fittings and Specials**

1. Shop-fabricate as shown and designed for same internal and external pressures as adjoining pipe.
2. Mitered pipe ends with maximum deflection angle of 10 degrees are acceptable for bend angles only.
3. Maximum bend angle for bends shall be 22.5 degrees.
4. Maximum beveled ends for circular curves shall be 5 degrees.
5. Pipe sections that include fittings and specials for seep rings and air vents shall be fabricated from steel plate as described below.

#### **Steel Plate Fittings and Specials**

1. Fabricated from steel plate, cement-mortar lined and coated.
2. Steel plate fittings shall conform to dimensional requirements of AWWA C208.
3. Minimum Steel Plate Thickness (except vent piping and seep rings): 6.35 mm or diameter divided by 120, whichever is greater.
4. Line and coat steel fittings in accordance with AWWA C205 and coat all steel joint areas not coated with cement mortar with NSF epoxy as specified in Welded Steel Pipe, Specials and Fittings elsewhere in these special provisions.
5. Provide vent piping as indicated below.
6. Provide seep rings as indicated below.

#### **Pipe Laying Length**

Pipe sections for 1,100 mm and 1,350 mm diameter pipe shall be maximum of 6 meters.

#### **Minimum Wall Thickness**

Select from C361 Table 1, but in any case, no less than 76 mm or that required by ASTM C76 Class IV, for Wall B pipe, whichever is greatest. For diameters greater than 1,830 mm, provide thickest wall listed in ASTM 361 Table 1.

#### **Cement**

1. ASTM C150, Type II.
2. Fly ash or other cement substitutes will not be allowed.
3. Minimum Cement Content: 335 kilograms per cubic meter.
4. Maximum Water to Cement Ratio by Weight: 0.49.

#### **Concrete Strength**

Concrete strength shall be 31 MPa, minimum 28-day strength.

#### **Circumferential Reinforcing**

1. Only circular reinforcing shall be used. Elliptical or triple cage reinforcing arrangements shall not be permitted.
2. In no case shall areas of reinforcement in each cage be less than that required by standard designs given in ASTM C361.
3. In no case, shall placement tolerances permit less than 19 mm of protective concrete cover over reinforcement.
4. Increase wall thickness to provide required cover and to accommodate tolerances used in fabrication.
5. Wire fabric reinforcing shall be permitted for only single cage reinforcing patterns.
6. Provide firm and positive support of reinforcing to prevent movement during concrete placement.
7. Reinforcing supports and chairs with less than 13 mm of concrete cover shall be corrosion resistant stainless steel or plastic coated. Wire tie ends shall be bent away from surface of concrete.

### **Longitudinal Reinforcing**

1. Full length longitudinal reinforcing for all cages.
2. Equally spaced ASTM A615, Grade 40 bars. Do not consider longitudinal wires in welded wire fabric as longitudinal reinforcing.
3. Maximum Spacing: 300 mm or three times wall thickness, whichever is less, but in no case less than a total of four bars.
4. Provide a minimum total cross-sectional area of reinforcing equal to 0.004 times gross concrete area of pipe wall.
5. In no case, shall placement tolerances permit less than 19 mm of protective concrete cover over longitudinal reinforcement.
6. Increase wall thickness as needed to provide required cover and to accommodate tolerances used in fabrication.

### **Aggregates**

Aggregates and sand shall be non-reactive and shall conform to requirements of AWWA C302.

### **Water**

Clean, potable, and free of objectionable quantities of organic matter, alkali, salts, and other impurities. Agricultural water with total dissolved solids exceeding 1,000 milligrams per liter or plant recycle water shall not be used.

### **Air Entraining Agent**

Conform to ASTM C260 in accordance with ASTM C361.

### **Curing**

In accordance with requirements of AWWA C302.

### **Marking**

Each pipe section shall be marked in accordance with requirements of ASTM C361. In addition, each pipe section shall be marked with number associated with laying diagram.

### **Vent Pipes**

Vent pipes at inlet structures connected to the low head reinforced concrete pressure pipe shall be welded steel pipe with flanges and flange coupling adapters for field closure and shall conform to the requirements specified in "Welded Steel Pipe, Specials and Fitting (Carrier and Flume) (NID)" elsewhere in these special provisions.

### **Seep Rings**

Seep rings for pipe connections at inlet or outlet structures shown on the plans shall consist of steel wall ring, 13 mm thick, minimum and shall be coated with shop-applied 2 coats of high-build polyamide epoxy coating in conformance with AWWA C210.

At the option of the Contractor, seep rings will be either constructed integrally with the pipe or fabricated as a special fitting. The Contractor shall submit shop drawings for the required seep rings in accordance with Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications.

### **Carrier Pipe Skids**

Skids for ductile iron carrier pipe installed in welded steel pipe casing shall be redwood. Redwood shall be graded in conformance with the current standard specifications for structural grades of California redwood approved by the Board of Review, American Lumber Standards Committee and published by the Redwood Inspection Service. Redwood skids shall be secured with Type 304 stainless steel bands.

### **Casing End Seals**

Casing end seal material shall be synthetic rubber, conical shape, pull-on or wrap-around style provided with 13 mm wide by 0.50 mm thick Type 304 stainless steel bands. At the Contractor's option, the product of one of the following acceptable casing end seal manufacturer may be furnished:

1. Pipeline Seal and Insulator, Inc., Houston, Texas.
2. Advance Products and Systems, Inc., Lafayette, Louisiana.
3. Cascade Waterworks Manufacturing Co., Yorkville, Illinois
4. Or equal

**Detection Tape**

Detection tape for marking along the centerline of buried irrigation piping shall be solid aluminum foil, visible on printed side, encased in protective high visibility, inert polyethylene plastic jacket conforming to the following requirements:

Specification	Requirements
Foil Thickness, mm, minimum	0.09
Laminate Thickness, mm, minimum	0.13
Width, mm, minimum	150
Identifying Lettering, mm, minimum (Permanent black lettering "IRRIGATION" imprinted continuously over entire tape length)	25 high
Joining Clips	Tin or nickel-coated furnished by tape manufacturer
Color*	Purple

\* Color shall be in accordance with APWA Uniform Color Code for Temporary Marking of Underground Facilities as specified in NEMA Z535.1, Safety Color Code .

At the Contractor’s option, the product of one of the following acceptable detection marking tape manufacturer may be furnished:

1. Reef Industries; Terra Tape, Sentry Line Detectable
2. Mutual Industries; Detectable Tape.
3. Presco; Detectable Tape
4. Or equal

**Sand Fill**

Sand fill material for the annular space between the casing pipe and ductile iron carrier pipe shall be clean, free draining, and free from roots and other deleterious substances suitable for blowing into annular space.

**SOURCE QUALITY CONTROL**

**Inspection of Pipe Fabrication Procedure**

Pipe manufacturer shall select and provide independent testing agency to observe pipe fabrication. Agency staff shall have experience in observation of concrete pipe fabrication in accordance with ASTM E329. Representative of the agency shall be present while pipe is being fabricated is applied. Provide a letter to Engineer certifying that pipe furnished meets requirements of this section.

**Plant Testing**

1. Pipe shall not be coated internally or externally with any substance of any type in an attempt to improve its performance when it is air or hydrostatically tested, except that concrete gasket surfaces only may be coated with epoxy resin adhesive Sikadur 35. Sikadur 35 coating shall be completely cured in place in accordance with coating manufacturer recommendations prior to shipment to project site. Other use of coating will be cause for rejection of pipe. This requirement does not apply to minor repair work on occasional imperfections resulting from manufacture or minor damage during handling.
2. Pipe sections to be tested shall be selected by Engineer.
3. Number of sections tested shall be in accordance with ASTM C361.

4. Testing shall include external pipe load testing (D-load testing), concrete compressive strength, hydrostatic testing of pipe, and hydrostatic testing of rubber gasket joints in accordance with ASTM C361 and as specified in Section 65, "Reinforced Concrete Pipe," of the Standard Specification, whichever is more stringent.
5. Hydrostatic Test:
  - a) Testing and basis of rejection shall be in accordance with ASTM C361.
  - b) Minimum of 10 percent of each size and class of pipe shall be tested.
  - c) Sections to be tested shall be selected at random by Engineer.
  - d) Hydrostatic tests shall be made on two assembled sections of pipe and shall include joint. Bulkheads shall be installed in outer ends of joined pipe sections.
  - e) Sections that fail hydrostatic test shall be marked as failed sections and removed from production and storage area.

## **EARTHWORK**

Trench excavation and backfilling shall conform to the provisions in Section 19-3, "Structure Excavation and Backfill," of the Standard Specifications and where modified with these special provisions. Trench limits, trench stabilization, pipe bedding, pipe zone material, and trench backfill above the pipe zone, and trench cutoff shall be as shown on the plans. Trench stabilization may be required in areas of low pipeline support to prevent pipe settlement as determined by the Engineer.

Relative compaction specified herein shall be in accordance with Section 6-3, Testing, of the Standard Specifications. Minimum relative compaction requirements are as follows:

- A. Trench Stabilization Material - 90% Relative Compaction.
- B. Pipe Bedding - 90% Relative Compaction.
- C. Pipe Zone Backfill Material – 95% Relative Compaction when pipe is under traveled ways and embankments.
- D. Pipe Zone Backfill Material – 90% Relative Compaction when pipe is not under traveled ways and embankments.
- E. Trench Backfill Material above the Pipe Zone Material - 95% Relative Compaction when pipe is under traveled ways and embankments.
- F. Trench Backfill Material above the Pipe Zone Material - 90% Relative Compaction when pipe is not under traveled ways and embankments.

Trench stabilization material where required shall be have the same gradation as structure backfill behind retaining walls with a sand equivalent of not less than 20 in accordance with Section 19-3, "Structure Excavation and Backfill,". Pipe bedding and pipe zone backfill material shall be imported granular material (unless otherwise shown for special trench conditions using Control Low-Strength Material), well graded with 100 percent passing 19 mm sieve and shall not have more than 8 percent passing 75- $\mu$ m sieve. Trench backfill material above the pipe zone shall be material free of stones or lumps exceeding 75 mm in greatest dimension, organic or other unsatisfactory material.

Trench stabilization limits, where required, shall be defined as the area 0.6 meters below the pipe bedding. Pipe bedding limits and pipe zone limits are shown on the drawings. Additional surface restoration requirements are also shown on the drawings.

Controlled Low-Strength Material where shown shall conform to the provisions in Section 19-3, "Structure Excavation and Backfill" for Slurry Cement Backfill.

Concrete backfill shall conform to the provisions in Section 66-1.045, "Concrete Backfill," of the Standard Specifications.

Trench cutoffs shall be constructed at the locations shown and in accordance with the details shown on the plans.

The excavation and backfill below the "excavated trench bottom" (below trench stabilization material where required as directed by the Engineer) will be paid as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

## **INSTALLATION**

Installation of reinforced concrete low-head pressure pipe shall conform to the provisions in Section 65, "Reinforced Concrete Pipe," of the Standard Specifications and these special provisions.

## FIELD TESTS AND INSPECTIONS

### Gasket Field Splice Tests

1. Contractor shall perform field splice test on twenty percent of each lot of delivered gaskets, in accordance with ASTM C361, in the presence of Engineer.
2. Furnish feeler gauges of proper size, type, and shape to verify proper placement of gasket.
3. Test section of gasket shall be at point where ends of gasket are joined together.
4. If gasket joints separate during test, entire lot will be rejected and shall immediately be removed from Site.

### Pipeline Hydrostatic Test

1. General:
  - a. Notify Engineer in writing 5 days in advance of testing. Perform testing in presence of Engineer.
  - b. Test newly installed pipelines. Using water as test medium, pipeline shall successfully pass a leakage test prior to acceptance.
  - c. Furnish testing equipment and perform tests as approved by Engineer. Testing equipment shall provide observable and accurate measurement of leakage under specified conditions.
  - d. Isolate new pipelines that are connected to existing pipelines. Install pipe plugs as required to allow section of new pipe to be pressure tested.
  - e. Conduct initial leakage test after five sections of pipe have been installed to confirm integrity of pipe and joints.
  - f. Conduct tests on entire pipeline after trench has been backfilled. Testing may be done prior to placement of asphaltic concrete or roadway structural section.
  - g. Contractor may, if field conditions permit and as determined by Engineer, partially backfill trench and leave joints open for inspection and conduct an initial service leak test. Hydrostatic test shall not, however, be conducted until backfilling has been completed.
  - h. Contractor is responsible for supply of temporary test water.
2. Preparation:
  - a. Install temporary thrust blocking or other restraint to prevent movement of pipe and protect adjacent piping or equipment. Make necessary taps in piping prior to testing.
  - b. Wait 10 days minimum after concrete thrust blocking is installed to perform pressure tests. If high-early strength cement is used for thrust blocking, wait may be reduced to 5 days.
  - c. New Piping Connected to Existing Piping: Isolate new piping with pipe plugs, valves, or other means as approved by Engineer.
  - d. Test section may be filled with water and allowed to stand under low pressure prior to testing.
3. Procedure:
  - a. Maximum filling velocity shall not exceed 76 mm per second, calculated based on full area of pipe.
  - b. Expel air from piping system during filling.
  - c. Test pressure shall be 3 meters above system operating pressure.
  - d. Apply and maintain specified test pressure with hydraulic force pump. Valve off piping system when test pressure is reached.
  - e. Maintain hydrostatic test pressure continuously for 2 hours minimum, adding additional make-up water only as necessary to restore test pressure.
  - f. Determine actual leakage by measuring quantity of water necessary to maintain specified test pressure for duration of test.
4. Allowable Leakage: Measured leakage shall not exceed 7.6 liters per 50 millimeter diameter per 1.6 kilometer of pipe per 2 hours.
5. Joint Test: Perform as follows:
  - a. If pipe fails to pass hydrostatic test and location of leak cannot be readily identified, individual joint tests shall be performed. After leaking joints have been located and repaired, retest pipeline.
  - b. Joint Test Device:

- 1) Provide device specifically designed for testing of pipe joints, and consisting of a metal cylinder, seal ring on each side of joint, and method of applying pressure to joint.
- 2) Manufacturers:
  - a) Mechanical Research and Design Corporation, Sebastian, FL.
  - b) Cherne Industries, Minneapolis, MN.
  - c) Stemar, Inc, Los Angeles, CA.
- c. Minimum pressure, test duration, and allowable leakage shall be in accordance with ASTM C1103.

## **SURFACE RESTORATION**

In areas outside the limits of roadway improvements under this contract where trench and structure excavations occur, including other disturbance of existing surfacing as a result of the Contractor's operations in installing and constructing the Nevada Irrigation District facilities, the Contractor shall restore the ground surfacing in accordance with the requirements specified for Surface Restoration in "Welded Steel Pipe, Specials and Fittings (Carrier and Flume) (NID)" elsewhere in these special provisions.

## **MEASUREMENT AND PAYMENT**

NID siphon 2a and 2b low-head reinforced concrete pressure pipe will be measured and paid for by the meter as 1100 mm reinforced concrete pipe (rubber gasket joint) and 1350 mm reinforced concrete pipe (rubber gasket joint) in conformance with the provisions in Sections 65-1.09, "Measurement," and 65-1-10, "Payment," of the Standard Specifications and these special provisions.

The quantity of concrete in concrete backfill to be paid for by the cubic meter will be determined from the dimensions shown on the plans or other dimensions as may be ordered by the Engineer. Concrete placed outside the limits shown on the plans or ordered by the Engineer will not be measured nor paid for.

The contract prices paid per meter for 1100 mm reinforced concrete pipe (rubber gasket joint) and 1350 mm reinforced concrete pipe (rubber gasket joint) shall include full compensation for furnishing all labor, materials (including steel seep rings, detection tape, redwood skids with stainless steel bands, casing end seals and sand fill, except concrete backfill), tools, equipment, and incidentals, and for doing all the work involved in 1100 mm reinforced concrete pipe (rubber gasket joint) and 1350 mm reinforced concrete pipe (rubber gasket joint), complete in place, including testing, earthwork, connecting new pipe to existing or new facilities, installing carrier pipe in casing pipe and constructing cutoff trench, as shown on the plans, as specified in the Standard Specifications and these special provisions and as directed by the Engineer.

Full compensation for furnishing and installing 300 mm welded steel vent pipe at inlet structures, shall be considered as included in the contract price per meter for 1100 mm reinforced concrete pipe (rubber gasket joint) and 1350 mm reinforced concrete pipe (rubber gasket joint) and no separate payment will be made therefore.

Full compensation for plant and field testing, including retaining an independent testing agency and furnishing water for testing medium, shall be considered as included in the contract price paid per meter for the different sizes of the low-head reinforced concrete pressure pipe as designated in the contract items and no additional compensation will be allowed therefore.

Full compensation for installing low-head reinforced concrete pressure pipe in pipe casing shall be considered as included in the contract price paid per meter for 1100 mm reinforced concrete pipe (rubber gasket joint) and 1350 mm reinforced concrete pipe (rubber gasket joint) and no additional compensation will be allowed therefore.

Full compensation for surface restoration of areas outside the limits of roadway improvements shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefore.

### **10-1.54 CORRUGATED METAL PIPE**

Corrugated steel pipe culverts shall conform to the provisions in Section 66, "Corrugated Metal Pipe," of the Standard Specifications and these special provisions.

Corrugated steel pipe shall be fabricated from zinc-coated steel sheet.

### **10-1.55 UNDERDRAIN**

Steel pipe underdrains shall conform to the provisions in Section 68-1, "Underdrains," of the Standard Specifications.

### **10-1.56 OVERSIDE DRAIN**

Corrugated steel pipe downdrains entrance tapers and downdrain anchor assemblies shall conform to the provisions in Section 69, "Overside Drains," of the Standard Specifications and these special provisions.

Steel entrance tapers and pipe downdrains shall be fabricated from zinc-coated steel sheet.

#### **10-1.57 MISCELLANEOUS FACILITIES**

Manholes and concrete flared end sections shall conform to the provisions in Section 70, "Miscellaneous Facilities," of the Standard Specifications and these special provisions.

Manholes constructed in connection with the Nevada Irrigation District facilities will be measured and paid for by the unit of the actual units installed in place. Irrigation system manhole frame and cover assembly will be measured and paid for separately as miscellaneous iron and steel.

Concrete backfill required around the Nevada Irrigation District manhole will be measured and paid for separately by the cubic meter as concrete backfill.

Full compensation for concrete and bar reinforcing steel used in manhole bases, top slabs and grade rings shall be considered as included in the contract unit price paid for manhole and no separate payment will be made therefore.

#### **10-1.58 WELDED STEEL PIPE CASING (BRIDGE)**

Welded steel pipe casings through bridges and under approach slabs shall be of the size shown and shall conform to the provisions in Section 70, "Miscellaneous Facilities," of the Standard Specifications and these special provisions.

Unless otherwise shown on the project plans, casings shall be installed at each abutment, and casings shall be extended to the greater of: (1) 1.5 m beyond the approach slab, (2) 1.5 m beyond the end of the adjacent wingwall or (3) 6 m beyond the abutment.

#### **WORKING DRAWINGS**

Working drawings for temporary support of casing pipe at the abutments shall be submitted for approval in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings" of the Standard Specifications.

#### **MATERIALS**

##### **Casing pipe**

Casing pipe shall be welded steel pipe conforming to the provisions in Section 70-1.02B, "Welded Steel Pipe," of the Standard Specifications, except that the pipe shall be treated in accordance with the following requirements, prior to shipping. Exterior surfaces of welded steel pipe shall be cleaned and coated in conformance with the requirements in ANSI/AWWA C213 or at the option of the Contractor, cleaned, primed, and coated in accordance with specifications of ANSI/AWWA C214.

##### **Pipe wrapping tape**

Wrapping tapes for pipe in contact with the ground shall be a pressure sensitive polyvinyl chloride or polyethylene tape having thickness of 1.27 mm, minimum.

#### **CONSTRUCTION**

If a blockout is provided in the bridge abutment wall for casing pipe, the space between the casing pipe and bridge abutment wall shall be filled with portland cement mortar conforming to the provisions in Section 51-1.135, "Mortar," of the Standard Specifications.

Openings for utilities through bridge superstructure concrete shall either be formed or shall consist of pipe sleeves.

##### **Wrapping and coating pipe**

Damaged coating on steel pipe casing in contact with earth shall be wrapped as follows:

- A. Pipe to be wrapped shall be thoroughly cleaned and primed as recommended by the tape manufacturer.
- B. Tapes shall be tightly applied with 1/2 uniform lap, free from wrinkles and voids to provide not less than 2.5 mm thickness.
- C. Field joints and fittings for wrapped pipe shall be covered by double wrapping 1.27 mm thick tape. Wrapping at joints shall extend a minimum of 150 mm over adjacent pipe coverings. Width of tape for wrapping fittings shall not exceed 50 mm. Adequate tension shall be applied so tape will conform closely to contours of joint.

Where a welded steel pipe casing passes through the abutment wall, the welded steel pipe casing shall be additionally wrapped with 2 layers of No. 15 asphalt-felt building paper, securely taped or wired in place.

## MEASUREMENT AND PAYMENT

Measurement and payment for welded steel pipe casing (bridge) listed in the Engineers Estimate shall conform to the provisions in Sections 70-1.04, "Measurement," and 70-1.05, "Payment," of the Standard Specifications.

Full compensation for furnishing and installing steel cover plates, mortar and building paper, and other fittings, and casing, shall be considered as included in the contract prices paid per meter for welded steel pipe casing (bridge) involved and no additional compensation will be allowed therefor.

### 10-1.59 WELDED STEEL PIPE CASING (NID)

Welded steel pipe casing for the Nevada Irrigation District irrigation pipeline system shall conform to the provisions in Section 70, "Miscellaneous Facilities," of the Standard Specifications and these special provisions.

Coating and wrapping will not be required.

Welded steel pipe casings for the Nevada Irrigation District irrigation pipeline system will be measured and paid for by the meter of the various sizes indicated in the Engineer's Estimate.

### 10-1.60 WELDED STEEL PIPE, SPECIALS AND FITTINGS (CARRIER AND FLUME) (NID)

This work shall consist of furnishing and installing welded steel pipe carrier and flume piping for the Nevada Irrigation District irrigation system in accordance with the details shown on the plans, as specified in these special provisions and as directed by the Engineer.

The Contractor's attention is directed to "Order of Work" of these special provisions regarding the conditions and time restrictions relating to irrigation system shutdown which are established by the Nevada Irrigation District for this project.

## REFERENCES

The following is a list of standards which may be referenced in this section:

- A. American Society of Mechanical Engineers (ASME):
  - 1. B16.9, Factory-Made Wrought Steel Buttwelding Fittings.
  - 2. B36.10M, Welded and Seamless Wrought Steel Pipe.
  - 3. BPVC SEC V, Nondestructive Examination.
  - 4. BPVC SEC VIII, Div. 1, Rules for Construction of Pressure Vessels.
  - 5. BPVC SEC IX, Qualification Standard for Welding and Brazing Procedures, Welders, Brazers, and Welding and Brazing Operators.
- B. American Society for Nondestructive Testing Inc. (ASNT): SNT-TC-1A, Personnel Qualification and Certification in Non-Destructive Testing.
- C. American Water Works Association (AWWA):
  - 1. C200, Steel Water Pipe – 150 mm (6 inch) and Larger.
  - 2. C203, Coal-Tar Protective Coatings and Linings for Steel Water Pipelines - Enamel and Tape - Hot-Applied.
  - 3. C205, Cement-Mortar Protective Lining and Coating for Steel Water Pipe - 4 in.(100 mm) and Larger - Shop Applied.
  - 4. C206, Field Welding of Steel Water Pipe.
  - 5. C208, Dimensions for Fabricated Steel Water Pipe Fittings.
  - 6. C209, Cold-Applied Tape Coatings for the Exterior of Special Sections, Connections, and Fittings for Steel Water Pipelines.
  - 7. C210, Liquid-Epoxy Coating Systems for the Interior and Exterior of Steel Water Pipelines.
  - 8. C213, Fusion-Bonded Epoxy Coating for the Interior and Exterior of Steel Water Pipelines.
  - 9. C214, Tape Coating Systems for the Exterior of Steel Water Pipelines.
  - 10. C215, Extruded Polyolefin Coatings for the Exterior of Steel Water Pipelines.
  - 11. C216, Heat-Shrinkable Cross-Linked Polyolefin Coatings for the Exterior of Special Sections, Connections, and Fittings for Steel Water Pipelines.
  - 12. C218, Coating the Exterior of Aboveground Steel Water Pipelines and Fittings.
  - 13. C222, Polyurethane Coatings for the Interior and Exterior of Steel Water Pipe and Fittings.
  - 14. C602, Cement-Mortar Lining of Water Pipelines in Place – 100 mm (4 in.) and Larger.
  - 15. M11 (Manual), Steel Pipe - A Guide for Design and Installation.

D. American Welding Society (AWS):

1. A2.4, Standard Symbols for Welding, Brazing, and Nondestructive Examination.
2. A3.0, Standard Welding Terms and Definitions.
3. D1.1, Structural Welding Code – Steel.
4. QC 1, Standard for AWS Certification of Welding Inspectors.

E. ASTM, International (ASTM):

1. A20, Standard Specification for General Requirements for Steel Plates for Pressure Vessels.
2. A53/A53M, Standard Specification for Pipe, Steel, Black and Hot-Dipped, Zinc-Coated, Welded and Seamless.
3. A106, Standard Specification for Seamless Carbon Steel Pipe for High-Temperature Service.
4. A234/A234M, Standard Specification for Piping Fittings of Wrought Carbon Steel and Alloy Steel for Moderate and High Temperature Service.
5. A370, Standard Test Methods and Definitions for Mechanical Testing of Steel Products.
6. A435/A435M, Standard Specification for Straight-Beam Ultrasonic Examination of Steel Plates.
7. A516/A516M, Standard Specification for Pressure Vessel Plates, Carbon Steel, for Moderate- and Lower-Temperature Service.
8. A572/A572M, Standard Specification for High-Strength Low-Alloy Columbium-Vanadium Structural Steel.
9. A770/A770M, Standard Specification for Through-Thickness Tension Testing of Steel Plates for Special Applications.
10. A1018/A1018M, Standard Specification for Steel, Sheet and Strip, Heavy Thickness Coils Hot Rolled, Carbon, Structural, High-Strength and Low-Alloy, Columbium or Vanadium and High-Strength Low-Alloy with Improved Formability.
11. D4541, Standard Test Method for Pull-Off Strength of Coatings Using Portable Adhesion Testers.
12. E329, Standard Specification for Agencies Engaged in the Testing and/or Inspection of Materials Used in Construction.
13. E1255, Standard Practice for Radioscopy.

F. International Institute of Welding (IIW).

G. International Organization for Standardization (ISO).

H. NSF International (NSF):

1. 60, Drinking Water Treatment Chemicals - Health Effects.
2. 61, Drinking Water System Components - Health Effects.

I. Steel Pipe Fabricators Association (SFPA).

## DEFINITIONS

Definitions and acronyms as used in this section are as follows:

A. Fittings and Specials: Definition of fittings and specials shall include, but not limited to fittings, closure pieces, bends, elbows, reducers, tees, wyes, bifurcations, crosses, outlets, manifolds, nozzles, wall sleeves, bulkheads, air vents at inlet structures where indicated and other piping and appurtenances fabricated from steel plate, sheet, or coils as required to provide the Work, complete. Specials shall also include piping above ground or inside structures.

B. Acronyms:

1. CJP: Complete Joint Penetration.
2. CWI: Certified Welding Inspector.
3. MT: Magnetic Particle Testing.
4. NDE: Nondestructive Examination.
5. NDT: Nondestructive Testing.
6. PJP: Partial Joint Penetration.
7. PQR: Procedure Qualification Record.
8. PT: Liquid Penetrant Testing.
9. RT: Radiographic Testing.

10. UT: Ultrasonic Testing.
11. UT: Ultrasonic Testing.
12. WPQ: Welder/Welding Operator Performance Qualification.
13. WPS: Welding Procedure Specification.

### **CONTRACTOR DESIGN REQUIREMENTS**

The Contractor shall be responsible for the design of the welded steel pipe (carrier), including fittings and specials, and shall provide and develop working drawings in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications and in accordance with the following:

#### **A. Fittings and Specials:**

1. Design reinforcement, unless otherwise shown.
2. Design in accordance with AWWA Manual M11, AWWA C200, and AWWA C208.
3. Unless otherwise indicated, the minimum radius of elbows shall be 2.5 times the pipe diameter and the maximum miter angle on each section of the elbow shall not exceed 22.5 degrees.
4. Minimum wall thickness shall be 6.4 mm unless otherwise indicated.

#### **B. Pipe Layout: Design complete pipeline layout, in accordance with AWWA Manual M11:**

1. General: Pipeline layout shall use base stationing and elevation convention as shown on the plans. Maximum lengths of pipe is unlimited, unless otherwise shown on the plans. The lengths shall be selected to accommodate installation operation.
2. As a minimum, pipeline layout shall include the following information:
  - a.. Specific number, location, and direction of each pipe, joint, and fitting or special. Number each pipe in installation sequence.
  - b. Station, centerline, and invert elevation at changes in grade or horizontal alignment.
  - c. Station, centerline and invert elevation to which bell end of each pipe will be laid.
  - d. Elements of curves and bends, both in horizontal and vertical alignment.
  - e. Location of mitered pipe sections, beveled ends for alignment conformance, butt straps, and deep bell lap joints for temperature stress control.
  - f. Location of closures, cutoff sections for length adjustment, temporary access manways, vents, and weld lead outlets for construction convenience. Provide for adjustment in pipe laying headings and to conform to indicated stationing. Approval shall be obtained from the Engineer in writing prior to making any changes in location or number.
  - g. Location of bulkheads, both those shown and as required, for hydrostatic testing of pipeline.

#### **C. Shop Welding Procedure Specification (WPS):**

1. Qualified by testing in accordance with ASME BPVC SEC IX. All welds shall be butt welds.
2. PQRs conducted on unlisted base metal (most coil products are unlisted base metals) to be production welded as required in the referenced welding Code shall be traceable to heat lots.
3. Written WPS required for welds.

#### **D. Stulling (Strutting):**

1. Stulling for pipe, specials, and fittings shall be designed such that damage is avoided during handling, storage, and installation.
2. Stullings shall be designed that pipe deflection is prevented and to support backfill, plus backfilling and compaction equipment loads.
3. Stulling shall remain in the pipe until the pipe is fully backfilled.

### **SUBMITTALS**

The Contractor shall prepare working drawings for the welded steel pipe (carrier) in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications and these special provisions. Welding related submittals listed below apply only to shop welds. Since pipe joints for this specified material are rubber gasketed, flanged or

plain end, field welding is not typically required. Should field welding be required, the work shall conform to the requirements specified in "Field Welding" under "Workmanship" in this section.

A. The Contractor shall submit to the Engineer for review and approval prior to fabrication of pipe and before performing any work related to welded steel pipe (carrier) as follows:

1. Shop drawings showing detailed pipe layout.
2. Material list and steel reinforcement schedules for materials specified.
3. Pipe fabrication shall contain the following information:
  - a. Design calculations for fittings and specials including opening reinforcement details of collars, wrappers, and crotch plates.
  - b. Pipe and fitting details for temporary and permanent facilities indicating cylinder thickness, manufacturing tolerances, maximum angular deflection limitations of field joints, closure sections and cutoffs for field length adjustment, bulkheads, including details for removal of test bulkheads and repair of lining, weld lead outlets and plugs, stalling size, spacing, and layout.
  - c. Welded joint details shall include butt joints, miter-cut ends for alignment conformance, lap joints, deep bell lap joints required for control of temperature stresses, and butt strap joints.
4. Welding Data:
  - a. Show on a weld map, location, type, size, and extent of welds with reference called out for WPS and NDE numbers in tail of welding symbol.
  - b. Distinguish between shop and field welds.
  - c. Indicate, by welding symbols or sketches, details of welded joints and preparation of base metal.
  - d. Welding and NDE symbols shall be in accordance with AWS A2.4.
  - e. Welding terms and definitions shall be in accordance with AWS A3.0.
5. Submit product data for the following:
  - a. Pipe: Material data, chemical and physical test reports showing data consistent with specified requirements for each heat of steel proposed for use.
  - b. Coatings and Linings: Technical data sheets itemizing technical and performance information that indicates compliance with these special provisions, color chart, if applicable, manufacturer's name, product number or name, and thickness.

B. The following documents shall be submitted to the Engineer:

1. Certificate of Compliance for all products in accordance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications.
2. Pipe manufacturer's written Quality Assurance/Control Plan.
3. Statements of Qualification for pipe manufacturer, fittings and specials fabricator, welders or welding operators (including name of welder, welding procedures/positions for which welder is qualified to weld, assigned certification stamp number, certification date and current certification status), certified welding inspector, and NDT quality control personnel.
4. Procedures: Submit written information on work procedures containing the following:
  - a. Shop and field welding information: At a minimum, include a complete welding code paper trail with linkage to shop drawings that includes the following:

Written WPS and PQR: Provide complete joint dimensions and details showing bevels, groove angles, root face, and root openings for all welds.

Address supplementary essential variables in addition to essential variables as indicated in ASME Section IX, QW-251.2. Provide heat-input table on WPS's for welder guidance.

Written NDT procedures.

Current WPQ.

Written description of proposed sequencing of events or special techniques such as:

Controlling pipe wall temperature stress during installation.

Contract No. 03-1A5304

Minimizing distortion of steel.  
Shop-Applied Cement-Mortar Lining: Include description of machine to be used and list of similar projects where machine was used. Identify pipe size and total footage.  
Monitoring pipeline temperatures during installation.

- b. Written weld repair procedures for the work.
- c. Field coating application and repair.
- d. Field lining application and repair.
- e. Written consumable control procedure for welding materials demonstrating:

How consumables will be stored to comply with manufacturer's written instructions.  
How consumables will be dried in ovens prior to use.  
How consumables which become wet will be reconditioned.

5. Reports:

- a. Source Quality Control Test Reports for: Hydrostatic testing, Destructive weld testing, Nondestructive weld testing, Steel impact testing using Charpy V-notch method, Coating and lining factory Site visit letter by qualified manufacturer's technical representative, and Letter from independent testing agency certifying that pipe furnished meets requirements of these special provisions.
  - b. Field Quality Control Test Reports:  
Submit reports for weld tests, including re-examination of repaired welds, on each weld joint for the following tests, as applicable: Visual Testing (VT), Radiographic Testing (RT), Ultrasonic Testing (UT), Magnetic Particle Testing (MT), Liquid Penetrant Testing (PT), and Leak Testing (LT).  
Coating and lining site visit letter by qualified technical representative.  
Applicator's quality control records, including environmental conditions, dry film thickness, and adhesion tests, when requested by Engineer.
  - c. Cement-mortar lining compressive strength tests in accordance with AWWA C205
  - d. Cement-mortar coating absorption tests in accordance with AWWA C205.
6. Reports: Field Testing Plan: Submit at least 15 days prior to testing and include at least the following information: Testing dates, Piping system and sections to be tested, Method of isolation, Method of conveying water from source to system being tested, and Calculation of maximum allowable leakage for piping sections to be tested.

## **QUALITY ASSURANCE**

### **Pipe Manufacturer Qualifications**

Pipe manufacturer shall be experienced in fabricating pipe of similar diameters, lengths, and wall thickness required for the work in accordance with the Steel Pipe Fabricators Association (SPFA), Lloyd's Registry Certification, or ISO 9000 Certification.

Pipe manufacturer shall demonstrate current production capability for volume of work required for this project.

Experience shall include successful fabrication to AWWA C200 standards of at least 700 meters of 1600 mm diameter or larger pipe, with wall thickness of 2.0 mm or greater, within past 5-year period.

Experience shall be applicable to fabrication plant facilities and personnel, not company or corporation that currently owns fabrication facility or employs personnel.

### **Fittings And Specials Fabricator Qualifications**

Fabricator shall be experienced in fabricating fittings and specials of similar diameters and wall thickness required for the work in accordance with the Steel Pipe Fabricators Association (SPFA), Lloyd's Registry Certification, or ISO 9000 Certification.

Demonstrate current production capability for volume of work required for this Project.

Experience shall include successful fabrication to AWWA C200/C208 standards of at least 25 fittings of 1600 mm or larger pipe, with wall thickness 2.0 mm or greater, within past 5-year period.

Experience shall include successful fabrication of at least five crotch plate fittings or specials requiring post weld heat treatment within past 5-year period.

Experience shall be applicable to fabrication shop facilities and personnel, not company or corporation that currently owns fabrication facility or employs personnel.

### **Welders And Welding Operators Qualifications**

Shop welders shall be qualified in accordance with ASME BPVC SEC IX.

### **Certified Welding Inspectors (CWI) Qualifications**

Welding inspectors shall be qualified in accordance with AWS QC 1, with knowledge of appropriate welding code for the work.

After receiving CWI qualification, CWI shall have at least 5 years of professional experience related to welding inspection similar to the work.

### **Pipe Marking:**

1. Legibly mark installation sequence number on pipe, fittings, and specials in accordance with piping layout.
2. Special pipe sections and fittings shall be marked at each end with notation "TOP FIELD CENTERLINE".
3. The word "TOP" shall be painted or marked on outside top spigot of each pipe section.
4. Mark "TOP MATCH POINT" for compound bends per AWWA C208 so end rotations can be easily oriented in field.

### **Delivery:**

1. Securely bulkhead or otherwise seal ends of pipe, specials, and fittings prior to loading at manufacturing Site.
2. Pipe ends shall remain sealed until installation.
3. Damage to pipe, fittings, or specials, including linings and coatings, found upon delivery to Job Site shall be repaired to Engineer's satisfaction or removed from Site and replaced.

### **Sequencing and Scheduling:**

Notify Engineer in writing of the following:

1. Pipe Manufacturing: Not less than 14 days prior to starting.
2. Not less than 5 days prior to start of each of the following:
  - a. Welding.
  - b. Coating application.
  - c. Lining application
  - d. Shop hydrostatic testing.

## **MATERIALS**

### **Pipe and Fittings**

#### **GENERAL**

#### **A. Pipe:**

1. Manufacturing of steel pipe, fittings, and special shall be under direction of one pipe Supplier.
2. Responsibility shall include, at minimum, coordinating work of other suppliers for fittings and specials.

B. Steel pipe, fittings, and specials shall be manufactured, tested, inspected, and marked to comply with AWWA C200 and additional requirements specified in these special provisions.

C. In lieu of collar reinforcement, pipe, fittings, or specials with outlets may be fabricated in their entirety of steel plate having thickness equal to sum of pipe wall plus required reinforcement.

D. Unless shown otherwise, for pipes over 600 mm in diameter the diameter shown shall be considered finished inside diameter after lining. For pipes 600 mm in diameter and less the diameter shown shall be per ASME B36.10. According to this standard, pipe size shall be the nominal outside diameter for 350 mm diameter pipe and larger, and pipe size shall be the nominal inside diameter for 300 mm diameter pipe and smaller.

#### **E. Minimum wall thickness for pipe barrels shall be as follows:**

- 355 mm WSP at Location 3 – 6.00 mm
- 1100 mm WSP at Flume – 12.70 mm
- Vent Piping – Same as fittings and specials
- 610 mm WSP at 2A and 2B Siphon Inlet Structures – 6.00 mm

## PIPE BARREL

A. Steel: Provide steel coils for spiral welded steel pipe or steel plate for straight seam welded steel pipe per AWWA C200 and as follows:

Minimum Yield Strength: 250 MPa.

Minimum Tensile Strength: 365 MPa.

Minimum Elongation in 50 mm Gauge Length: 21 percent.

Weld-Ability: Maximum carbon equivalent of 0.45, as measured using AWS D1.1, Annex XI, Guideline on Alternative Methods for Determining Preheat formula:  $CE=C+((Mn+Si)/6)+(Cr+Mo+V)/5+(Ni+Cu)/15$ .

Pressure Vessel Quality as follows:

a. Coils:

- 1) Continuous cast process, fully-killed, fine grained practice conforming to physical, manufacturing and testing requirements of ASTM A1018/A1018M, SS.
- 2) Steel Chemistry:
  - a. Carbon: 0.20 percent maximum.
  - b. Manganese: 1.35 percent maximum.
  - c. Aluminum: 0.020 percent minimum.
  - d. Phosphorus: 0.025 percent maximum.
  - e. Sulfur: 0.015 percent maximum.

b. Plate:

- 1) Fully-killed, conforming to ASTM A20, fine grained practice conforming to physical, manufacturing and testing requirements of ASTM A516/A516M, Grade 70.
- 2) Steel Chemistry: Conform to ASTM A516/A516M, Grade 70. Steel plates that are 19 mm thick or greater shall be normalized.

c. Toughness:

- 1) Charpy V-notch Acceptance Criteria: Transverse specimen orientation, full size specimens.

## FITTINGS AND SPECIALS

### A. Fabrication:

1. Shop fabricate. No field fabrication will be allowed, unless approved by Engineer.
2. Fabricate from materials or straight pipe in full conformance with requirements of these special provisions and dimensions of AWWA C208, unless otherwise indicated.

B. Crotch Plate: Fabricate from fully killed, fine grain, pressure vessel steel conforming to ASTM A516/A516M, Grade 70, and as follows:

1. Plates shall be normalized.
2. Sulfur content shall not exceed 0.005 percent. Carbon shall not exceed 0.20 percent. Manganese shall not exceed 1.20 percent.
3. Charpy V-notch tests in direction transverse to final rolling shall be performed per ASTM A370 on full size specimens of coupons taken from each plate. Acceptance shall be 33.9 joules at minus 1 degree C.
4. Carbon equivalent shall not exceed 0.45 percent.

### C. Minimum Wall Thickness:

1. General:

- a) Refer to ASME B36.10M for definitions of wall thickness for standard weight pipe and nominal pipe size (NPS).
- b) Reinforce to withstand either internal pressures, both circumferential and longitudinal, or external loading conditions, whichever is greater.
- c) Minimum Plate Thickness: The greater of adjacent mainline pipe, the thickness shown, the thickness calculated as hereinafter specified, or as shown in Table 1.

Table 1		
Nominal Pipe Dia. mm (Inches)	Pipe Manifolds Piping Above Ground Piping in Structures	Elbows Bends Reducers
600 (24) and Under	Standard Weight	Standard Weight
Over 600 (24)	9.5 mm (3/8 inch)	9.5 mm (3/8 inch)

D. Elbows, Unless Otherwise Indicated:

1. Minimum Radius: 2.5 times pipe diameter or as indicated on Drawings
2. Maximum Miter Angle: 11-1/4 degrees on each section resulting in a maximum deflection angle of 22.5 degrees per miter weld as recommended in AWWA C208.
3. Bevels: Vary bevels on miters to provide a constant weld groove angle. For a 11-1/4 degree miter, (22.5 degrees miter weld) bevels must vary from 18.75 degrees on OD of bend to 41.25 degrees on ID of bend to provide a constant 60 degree groove angle for CJP welding.
4. Complete joint penetration (CJP) welds on miter welds.

E. Outlets:

1. 600 mm and Smaller: Fabricate from ASTM A53/A53M, Type E or S, Grade B, standard weight steel pipe.
2. Larger than 600 mm Fabricate from ASTM A106, Grade B, standard weight pipe.
3. Fabricate collar or wrapper reinforcement using same steel as specified for main pipe barrel.

F. Steel Butt-Weld Fittings:

1. 600 mm and Smaller: In accordance with ASME B16.9 conforming to ASTM A234/A234M.
2. Standard weight.
3. Taper pipe wall at welds at 4:1 for connection to pipe of different wall thickness.
4. Coordinate difference in diameter convention between specials and AWWA C200/C208 pipe and fittings to provide complete piping system as shown.

SHOP WELD JOINTS

A. Shop Welded:

1. Fabricate in accordance with AWWA C200 as modified herein.
2. Complete joint penetration (CJP) butt joints shall be used for longitudinal, girth, and spiral welds, unless otherwise indicated. Lengths of pipe shall not be shop-joined using lap joints.

B. Miter-cut Ends:

1. As shown on Drawings.
2. Moderate deflections and long radius curves may be made using miter-cut ends.
3. Use only with rubber gasket joints unless specifically approved in writing by Engineer.
4. Maximum Total Allowable Angle: 3 degrees per pipe joint.
5. Provide miter-cut that is cold expanded square with face of miter-cut on bell ends only.
6. Mitering of spigot ends will not be permitted.

FLANGES, FLANGE GASKETS AND BOLTING MATERIALS

A. Flanges shall conform to Class D AWWA 207.

B. Flange gaskets and bolting materials shall conform to AWWA C207.

RUBBER GASKET

A. General:

1. In accordance with AWWA C200.
2. Clearance between bell and spigot shall, when combined with gasket groove configuration and gasket itself, provide watertight joints under operating conditions.

B. Rubber Gasket Carnegie Spigot and Expanded Bell:

1. Standard Spigot Shapes in Accordance with AWWA Manual M11:
  - a. M3516 for pipe diameters less than 1050 mm and maximum wall thickness of 9.5 mm.

- b. M3818 for applications not suitable for standard shape M3516.
  - c. M3818 may be substituted for standard shape M3516.
- 2. Weld spigots to pipe cylinder using single fillet welded lap joint.
- 3. Bell:
  - a. Form by expanding press or by moving axially over a die, in such a manner as to stretch steel plate beyond its elastic limit to form a truly round bell of suitable diameter and shape.
  - b. Do not roll bell ends.
  - c. Minimum Radius: 15 times wall thickness of pipe barrel on either side of bell slope.
  - d. Minimum Bell Depth: 75 mm.
  - e. Expanded bells shall have no noticeable depressions or irregularities.

#### STULLING (STRUTTING)

##### A. Materials:

- 1. Shop-Lined Pipe (1100 mm diameter): Wood stulls and wedges.
- 2. Unlined Pipe: Steel or wood.

B. Install stulling for pipe, specials, and fittings in accordance with approved submittal and as soon as practical after pipe is fabricated or, for shop-lined pipe, after lining has been applied.

C. Install stulling in manner that will not harm lining.

#### COUPLINGS

##### A. General:

- 1. Coupling linings for use in potable water systems shall be in conformance with NSF 61B.
- 2. Couplings shall be rated for appropriate operating pressure and hydrostatic test pressure.
- 3. Exposed, bolted, sleeve-type couplings shall be lined and coated with fusion bonded epoxy in accordance with AWWA C213.
- 4. Buried, bolted, sleeve-type couplings shall be lined and coated with fusion-bonded epoxy in accordance with AWWA C213 and wrapped with petroleum wax tape in accordance with AWWA C217.

##### B. For Pipe with Plain-Ends:

- 1. Bolted, sleeve-type coupling, in accordance with AWWA C219.
  - a. Manufacturer of couplings shall observe same quality control requirements as specified in AWWA C221 for fabrication of pipe expansion joints.
  - b. Unless thrust restraint is provided by other means, bolted, sleeve-type couplings shall be harnessed. Harness details shall be in accordance with requirements of appropriate reference standard or as shown on Drawings.

##### C. For Pipe with Flanged Ends:

- 1. Flanged coupling adapters, in accordance with AWWA C219.

#### PIPE COATINGS AND LININGS:

##### A. General:

- 1. Notify Engineer at least 3 days prior to application of coating products.
- 2. Furnish inspection devices that are calibrated and in good working condition for detection of holidays and measurement of coating film thickness.
- 3. Unless otherwise indicated, coat exterior surfaces of pipe and fittings passing through structure walls from center of wall or from wall flange to end of underground portion.

##### B. Shop-Applied Cement-Mortar Coating (355 mm and 610 mm WSP):

- 1. Cement-mortar coating shall conform to AWWA C205. Thickness shall conform to AWWA C205.
- 2. Steel wire or ribbon mesh reinforcement shall be in accordance with AWWA C205.

3. Coating system for field joints shall be cement mortar in accordance with AWWA C205. Mortar shall be retained with suitable water-impermeable bands or heavy-duty diapers of sufficient strength to hold fresh mortar and resist rodding.

C. Liquid Epoxy Coating (355 mm, 610 mm and Siphon Piping WSP Joint Area):

1. Coating for interior and exterior steel surfaces at bell and spigot joints that are not coated with cement mortar.
2. High-build polyamide epoxy shall conform to AWWA C210 and shall be liquid coating, potable water grade, capable of 5 mils dry film thickness per coat.
3. Surface Preparation: Apply two coats minimum. First coat shall be different color than topcoat. If more than two coats are applied, alternate colors between coats.
4. Thickness: 10 mils
5. Do not coat machined surfaces of flanges.
6. Coating shall be completely cured before shipping.

D. Fusion Bonded Epoxy Coating (Vent Piping at inlet structures and Permanent Service Piping):

1. Fusion bonded epoxy coating shall conform to AWWA C213.

E. Aboveground Flume Pipe Coating:

1. Pipe installed above ground shall be coated with epoxy-polyamide.
  - a. Materials shall conform to AWWA C218 and the following:

Aboveground Pipe Coating		
Coat	Type	MDFT mm
Primer	Polyamide, anticorrosive epoxy	0.10
Intermediate	High-build polyamide epoxy	0.20
Finish	Polyurethane Enamel	0.08

- b. Color shall be as selected by the Engineer.

LININGS

A. General:

1. Notify Engineer at least 3 days prior to application of lining products.

B. Shop-Applied Cement-Mortar Lining:

1. Applied centrifugally in conformance with AWWA C205. Thickness shall be in accordance with AWWA C205.
2. Lining machine type that has been used successfully for similar work and approved by Engineer.
3. Maintain pipe in round condition during lining operation and thereafter by suitable bracing or strutting.
4. Provide polyethylene or other suitable bulkhead on ends of pipe and on special openings to prevent drying out of lining. Bulkheads shall be substantial enough to remain intact during shipping and storage until pipe is installed.
5. Ends of lining shall be left square and uniform. Feathered or uneven edges will not be permitted.

C. Liquid-Epoxy Lining:

1. See liquid-epoxy coating.

D. Fusion-Bonded Epoxy Lining:

1. See fusion-bonded epoxy coating.

E. Shop Hydrostatic Pressure Test: In accordance with AWWA C200 Section 5.2, except as follows:

1. General: Unless specified otherwise, testing of pipe, fittings, and specials shall be performed before lining and coating is applied.
2. Pipe: Maintain test pressure for minimum of 5 minutes.

### 3. Fittings and Specials:

- a) If fabricated from untested straight pipe, test to minimum pressure equal to 120 percent of working pressure.
- b) Except as otherwise specified herein, no additional shop hydrostatic test will be required on fittings and specials fabricated from successfully tested straight pipe.

#### F. Nondestructive Testing For Shop Welds:

1. Welds: 100 percent visually examined by CWI to criteria in ASME BPVC SEC VIII, Division 1.
2. Butt-Joint Welds: Spot radiographically examine pipe in accordance with ASME BPVC SEC VIII, Div. 1, Par. UW-52. Ultrasonically examine welds that, in opinion of Engineer, cannot readily be radiographed.
3. Fillet Welds: 100 percent examine using magnetic particle inspection method in accordance with ASME BPVC SEC VIII, Division 1.
4. Groove Welds: 100 percent ultrasonically examine those that cannot be readily radiographically spot examined in accordance with ASME BPVC SEC VIII, Division 1.
5. Air test collars and wrappers in accordance with AWWA C206.

#### JOINT DIAPERS:

Grout bands or heavy-duty diapers for protection of joints on cement-mortar coated pipe shall be polyethylene foamed fabric with steel strapping of sufficient strength to hold the fresh mortar, resist rodding of the mortar and allow excess water to escape. The foam plastic shall be 100 percent closed cell, chemically inert, insoluble in water and resistant to acids alkalies and solvents, and shall be Dow Chemical Company, Ethafoam 222, or equal. The fabric backing of joint diapers shall be cut and sewn into strips wide enough to overlap shop-coated areas by 100 mm on either side. Strips shall have slots for the steel strapping on the outer edges. The polyethylene foam shall be cut into strips wide enough to match the uncoated field joint area and slit to a thickness of 6.35 mm which will expose a hollow or open cell surface on one side. The foam liner shall be attached to the fabric backing with the open or hollow cells facing towards the pipe. The foam strip shall cover the full interior circumference of the grout band with sufficient length to permit an 200 mm overlap of the foam at or near the top of the pipe joint. Splices to provide continuity of the material will be permitted. The polyethylene foam material shall be protected from direct sunlight.

#### Seep Rings

Seep rings for pipe connections at inlet or outlet structures shown on the plans shall consist of steel wall ring, 13 mm thick, minimum and shall be coated with shop-applied 2 coats of high-build polyamide epoxy coating in conformance with AWWA C210.

At the option of the Contractor, seep rings will be either constructed integrally with the pipe or fabricated as a special fitting. The Contractor shall submit shop drawings for the required seep rings in accordance with Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications.

#### Thrust Restraints

Concrete thrust blocks where indicated.

#### Casing Insulator Skids

Casing insulator skid band material for welded steel carrier pipe installed in pipe casing shall be 300 mm wide, Type 304 stainless steel with steel risers and 50 mm wide glass reinforced runners with steel caps for high abrasion resistance. At the Contractor's option, the product of one of the following acceptable casing insulator skids manufacturer may be furnished:

Pipeline Seal and Insulator, Inc., Houston, Texas.  
Advance Products and Systems, Inc., Lafayette, Louisiana.  
Cascade Waterworks Manufacturing Co., Yorkville, Illinois

Space runners of the insulator skids shall be designed to support the weight of the carrier pipe and shall be manufactured of material having a low friction without damaging or causing excessive wear on the casing pipe wall.

The size of the casing insulator skids shall be sufficient to provide a clearance of 50 mm between the outside of the carrier pipe bells or couplings and inside of casing pipe. Studs, nuts and washers shall be cadmium plated.

### Casing End Seals

Casing end seal material shall be synthetic rubber, conical shape, pull-on or wrap-around style provided with 13 mm wide by 0.50 mm thick Type 304 stainless steel bands. At the Contractor's option, the product of one of the following acceptable casing end seal manufacturer may be furnished:

1. Pipeline Seal and Insulator, Inc., Houston, Texas.
2. Advance Products and Systems, Inc., Lafayette, Louisiana.
3. Cascade Waterworks Manufacturing Co., Yorkville, Illinois
4. Or equal

### Detection Tape

Detection tape for marking along the centerline of buried irrigation piping shall be solid aluminum foil, visible on printed side, encased in protective high visibility, inert polyethylene plastic jacket conforming to the following requirements:

Specification	Requirements
Foil Thickness, mm, minimum	0.09
Laminate Thickness, mm, minimum	0.13
Width, mm, minimum	150
Identifying Lettering, mm, minimum (Permanent black lettering "IRRIGATION" imprinted continuously over entire tape length)	25 high
Joining Clips	Tin or nickel-coated furnished by tape manufacturer
Color*	Purple

\* Color shall be in accordance with APWA Uniform Color Code for Temporary Marking of Underground Facilities as specified in NEMA Z535.1, Safety Color Code .

At the Contractor's option, the product of one of the following acceptable detection marking tape manufacturer may be furnished:

1. Reef Industries; Terra Tape, Sentry Line Detectable
2. Mutual Industries; Detectable Tape.
3. Presco; Detectable Tape
4. Or equal

### Sand Fill

Sand fill material for the annular space between the casing pipe and ductile iron carrier pipe shall be clean, free draining, and free from roots and other deleterious substances suitable for blowing into annular space.

## WORKMANSHIP

### Examination

Pipe ends shall remain sealed until installation.

Damage to pipe fittings or specials, including linings and coatings, found upon delivery to the job site shall be repaired to Engineer's satisfaction or removed from the job site and replaced in kind.

### Preparation

#### A. Storage:

1. Support pipe securely to prevent accidental rolling and to avoid contact with mud, water, or other deleterious materials. This includes storage area and along pipe trench.
2. Support on sand or earth berms free of rock exceeding 75 mm in diameter.
3. Store rubber gaskets in cool, well ventilated place, and do not expose to direct rays of the sun. Do not allow contact with oils, fuels, petroleum, or solvents.

## B. Handling:

1. Pipe shall be handled with proper equipment in a manner to prevent distortion or damage. Use of hooks, chains, wire ropes, or clamps that could damage pipe, damage coating or lining, or kink and bend pipe ends is not permitted.
2. Use heavy canvas, or nylon slings of suitable strength for lifting and supporting materials.
3. Lifting pipe during unloading or lifting into trench shall be done using two slings placed at quarter point of pipe section. Pipe may be lifted using one sling near center of pipe, provided pipe is guided to prevent uncontrolled swinging and no damage will result to pipe or harm to workers. Slings shall bear uniformly against pipe.
4. Pipe and fittings shall not be stored on rocks or gravel, or other hard material that might damage pipe. This includes storage area and along pipe trench.

## Earthwork

Trench excavation and backfilling shall conform to the provisions in "Earthwork" elsewhere in these special provisions, Section 19-3, "Structure Excavation and Backfill," of the Standard Specifications and where modified with these special provisions. Trench limits, trench stabilization, pipe bedding, pipe zone material and trench backfill above the pipe zone shall be as shown on the plans. Trench stabilization may be required in areas of low pipeline support to prevent pipe settlement as determined by the Engineer.

Relative compaction specified herein shall be in accordance with Section 6-3, Testing, of the Standard Specifications. Minimum relative compaction requirements are as follows:

1. Trench Stabilization Material - 90% Relative Compaction.
2. Pipe Bedding - 90% Relative Compaction.
3. Pipe Zone Backfill Material – 95% Relative Compaction when pipe is under traveled ways and embankments.
4. Pipe Zone Backfill Material – 90% Relative Compaction when pipe is not under traveled ways and embankments.
5. Trench Backfill Material above the Pipe Zone Material - 95% Relative Compaction when pipe is under traveled ways and embankments.
6. Trench Backfill Material above the Pipe Zone Material - 90% Relative Compaction when pipe is not under traveled ways and embankments.

Trench stabilization material where required shall be have the same gradation as structure backfill behind retaining walls with a sand equivalent of not less than 20 in accordance with Section 19-3, "Structure Excavation and Backfill,". Pipe bedding and pipe zone backfill material for pipe diameters 300 mm and less shall be sand bedding in accordance with Section 19-3, "Structure Excavation and Backfill," of the Standard Specifications unless otherwise shown for special trench conditions using Control Low-Strength Material. Pipe bedding and pipe zone backfill material for pipe diameters greater than 300 mm shall be imported granular material(unless otherwise shown for special trench conditions using Control Low-Strength Material), well graded with 100 percent passing 19 mm sieve and shall not have more than 8 percent passing 75- $\mu$ m sieve. Trench backfill material above the pipe zone shall be material free of stones or lumps exceeding 75 mm in greatest dimension, organic or other unsatisfactory material.

Trench stabilization limits, where required, shall be defined as the area 0.6 meters below the pipe bedding. Pipe bedding limits and pipe zone limits are shown on the drawings. Additional surface restoration requirements are also shown on the drawings.

Concrete backfill shall conform to the provisions in Section 66-1.045, "Concrete Backfill," of the Standard Specifications.

Controlled low strength material where shown shall conform to the requirements in "Controlled Low Strength Material" of these special provisions.

The excavation and backfill below the "excavated trench bottom" (below trench stabilization material where required as directed by the Engineer) will be paid as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

Surplus excavated materials shall be disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

## Installation

### A. General:

1. Joints and related work for field assembly of fittings and specials shall conform to requirements for straight pipe, unless otherwise shown.
2. Make minor field adjustments by pulling standard joints.
  - a. Maximum Allowable Angle: 75 percent of manufacturer's recommended.

3. Horizontal deflections or fabricated angles shall fall on alignment, as shown.
4. Vertical deflections shall fall on alignment, and pipe angle point locations shall match those indicated on Drawings.
5. Pipe 750 mm in Diameter and Larger:
  - a. Assure that maximum penetration of spigot end into bell end is achieved in accordance with manufacturers' recommendation.
6. Maintain stalling in place until flume pipe is installed.

#### **Field Welding**

Field welding to install welded steel pipe and fittings is not required. However, in the event that the Contractor opts to use field welding to make adjustments, the field welding work shall be performed in accordance with the requirements specified in Section 8-3, "Welding" of these special provisions. The Contractor shall notify the Engineer and obtain approval prior to performing any field welding work on welded steel pipe and fitting installations. Full compensation for field welding work in connection with the installation of welded steel pipe and fittings shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefore.

#### **Repair of Shop Coatings**

- A. Exterior surfaces of steel pipe, specials, and fittings shall be inspected upon delivery to Job Site and just prior to backfilling trench.
- B. Repair of Cement Mortar Coating: Field repairs shall be made in accordance with AWWA C205.
- C. Repair of Liquid Epoxy Coating: Field repairs shall be made in accordance with AWWA C210.
- D. Repair of Fusion-Bonded Epoxy Coating: Field repairs shall be in accordance with AWWA C213.
- E. Repair of Epoxy-Polyamide Coating (Above Ground Piping): Field repairs shall be in accordance with AWWA C218.

#### **Exterior Joint Coating, Buried Pipe**

A. After the pipe has been laid and cleaned, and after sufficient backfill has been placed between the joints to hold the pipe securely in place, the outside annular space between pipe sections shall be completely filled with grout formed by the use of a diaper. The grout space prior to filling shall be flushed with water so that the surface of the joint to be in contact with the grout will be thoroughly moistened when the grout is poured. The joint shall be filled with grout by pouring from one side only and shall be rodded with a wire or other flexible rod or vibrated so that the grout completely fills the joint recess by moving down one side of the pipe, around the bottom of the pipe and up the opposite side. Pouring and rodding the grout shall be continued to allow completion of the filling of the entire joint recess in one operation. Care shall be taken to leave no unfilled space. Grouting of the outside joint spaces shall be kept as close behind the laying of the pipe as possible except that in no case shall grouting be closer than 3 joints of the pipe being laid.

B. The grout band (diaper) shall be centered over the joint space with approximately equal widths extending over each pipe end and securely attached to the pipe with the steel straps. After filling the exterior joint space with grout, the flaps shall be closed and overlapped in a manner that fully encloses the grout with polyethylene foam, as applicable. The grout band shall remain in position on the pipe joint.

#### **Final Grout Lining Application at Joints**

- A. Cement-Mortar Lining: For pipe with shop-applied cement-mortar lining, place final grout lining at joints in accordance with AWWA C205 and as indicated below.
- B. At no point shall there be an indication or projection of the grout exceeding 1.6 mm.

#### **Removal of Existing Pipeline**

Existing 355 mm reinforced plastic mortar pipe where shown on the plans to be replaced with welded steel pipe, shall be removed and disposed of.

### **TESTING**

#### **Pipeline Hydrostatic Test:**

- A. General:
  1. Notify Engineer in writing 5 days prior to testing. Perform testing in presence of Engineer.
  2. Contractor shall provide temporary water for testing. Test newly installed pipelines. Using water as test medium, pipes shall successfully pass a leakage test prior to acceptance.

3. Furnish testing equipment and perform tests in manner satisfactory to Engineer. Testing equipment shall provide observable and accurate measurements of leakage under specified conditions.
4. Isolate new pipelines that are connected to existing pipelines.
5. Conduct field hydrostatic test on buried piping after trench has been completely backfilled. Testing may, as approved by Engineer, be done prior to placement of asphaltic concrete or roadway structural section.
6. Contractor may, if field conditions permit and as determined by Engineer, partially backfill trench and leave joints open for inspection and conduct an initial service leak test. Final field hydrostatic test shall not, however, be conducted until backfilling has been completed as specified above.
7. The Contractor shall furnish temporary water for all pipe testing.

**B. Procedure:**

1. Maximum filling velocity shall not exceed 0.30 meter per second calculated based on the full area of pipe.
2. Expel air from pipe system during filling. Expel air through air release valve or through corporation stop installed at high points and other strategic points.
3. Test Pressure:
  - a. Flume, 610 mm and vent piping – 28 kPa
  - b. 355 mm WSP – Fill pipeline including existing to full pipe condition (system operating pressure)
4. Apply and maintain specified test pressure with hydraulic force pump. Valve off piping system when test pressure is reached.
5. Maintain hydrostatic test pressure continuously for 2 hours minimum, adding additional make-up water only as necessary to restore test pressure.
6. Determine actual leakage by measuring quantity of water necessary to maintain specified test pressure for duration of test.
7. If measured leakage exceeds allowable leakage or if leaks are visible, repair defective pipe section and repeat hydrostatic test.

C. Allowable Leakage: Maximum allowable leakage for pipe with O-ring rubber gasket joints shall not exceed 8 liters per 25.4 mm of diameter per 1.6 km per 2 hours.

**SURFACE RESTORATION**

In areas outside the limits of roadway improvements under this contract where trench and structure excavations occur, including other disturbance of existing surfacing as a result of the Contractor's operations in installing and constructing the Nevada Irrigation District facilities, the Contractor shall restore the ground surfacing in accordance with the details shown on the plans and the following:

**Unimproved Area Surfacing**

Surface restoration in unimproved areas shall consist of native topsoil and applying hydro-seeding.

Topsoil shall be obtained from within the trench excavation sections or other excavations within the project limits. All lumps or clods shall be broken up before the topsoil is spread and shall be free from refuse, roots, heavy or stiff clay, sticks and other deleterious substances. Thickness of topsoil material surfacing shall conform to the requirements shown on the plans.

Hydro-seeding materials and applications shall conform to the requirements in "Erosion Control (Type D)" elsewhere in these special provisions.

**Gravel/Dirt Road Surfacing**

Surface restoration of gravel or dirt road areas shall consist of the following:

Gravel Road-Material for gravel road restoration shall be Class 3 aggregate and shall conform to the grading and quality requirements specified in Section 25, "Aggregate Subbases," of the Standard Specifications. Thickness of gravel material shall conform to the requirements shown on the plans.

Spreading and compacting gravel surface restoration material shall conform to the requirements in Sections 25-1.04, "Spreading," and 25-1.05, "Compacting," of the Standard Specifications.

Dirt Road-Material for dirt road restoration shall conform to the requirements in Section 19-2.07, "Selected Material," of the Standard Specifications.

## **Asphalt Surfacing**

Surface restoration of existing asphalt surfacing areas shall consist of furnishing and placing asphalt concrete and aggregate base materials.

Aggregate base shall be Class 2 and shall conform to the requirements in "Aggregate Base" elsewhere in these special provisions.

Asphalt concrete shall be Type A and shall conform to the requirements in "Asphalt Concrete" elsewhere in these special provisions.

The thicknesses of the aggregate base and asphalt concrete shall match the thicknesses of the adjacent roadway structural section.

## **MEASUREMENT**

Welded steel pipe for the Nevada Irrigation District pipeline system will be measured and paid for by the meter as 355 mm welded steel pipe and 610 mm welded steel pipe, determined along the slope length designated by the Engineer.

Welded steel pipe for the Nevada Irrigation District irrigation system flume will be measured and paid for by the meter as 1100 mm welded steel pipe (NID flume).

Concrete required for backfilling welded steel pipe will be measured and paid for separately.

## **PAYMENT**

The contract price paid per meter for 355 mm welded steel pipe and 610 mm welded steel pipe shall include full compensation for furnishing all labor, materials (including concrete thrust blocks, flexible couplings, tees, elbows, outlets, flanges, seep rings and other miscellaneous fittings, water for pipe testing, casing insulator skids, and sand fill), tools, equipment, and incidentals, and for doing all the work involved in 355 mm welded steel pipe, complete in place, including testing, earthwork, detection tape, installing carrier pipe in casing pipe, connecting to existing and new facilities, as shown on the plans, as specified in the Standard Specifications and these special provisions and as directed by the Engineer.

The contract price paid per meter for 1100 mm welded steel pipe (NID flume) shall include full compensation for furnishing all labor, materials (including miscellaneous iron and steel for hold-down straps and anchors, tees, elbows, outlets, flanges and other miscellaneous fittings), tools, equipment, and incidentals, and for doing all the work involved in 1100 mm welded steel pipe (NID flume), complete in place, including pipe coating and connecting to existing and new facilities, as shown on the plans, as specified in the Standard Specifications and these special provisions and as directed by the Engineer.

Full compensation for removal and disposal of existing 355 mm reinforced plastic mortar pipeline shall be considered as included in the contract price paid per meter for 355 welded steel pipe and no additional compensation will be allowed therefore.

Full compensation for surface restoration of areas outside the limits of roadway improvements shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefore.

### **10-1.61 SLIDE HEADGATE (NID)**

Slide headgates for the Nevada Irrigation District inlet/spillway structures shall conform to the provisions in Section 70, "Miscellaneous Facilities," of the Standard Specifications and these special provisions.

The headgates shall be designed to operate under 3.0 m of head face pressure measured from the center of the headgate cover to the highest water level. The headgate shall be attached to the required pipe size or anchored to a concrete wall.

The headgate shall be complete with cover, flat-back seat, frame, wedging devices, spacers, stem, lift, bolts and nuts.

Pipe extensions may be used to obtain frame heights greater than the minimum standards of the manufacturer. The diameter of the pipe extension shall be of sufficient size to provide for the maximum thrust load developed by the lift mechanism. The pipe extension shall be bolted to the head angle and the handwheel lift shall be mounted on the top end of the pipe. Suitable bearing plates shall be welded to each end of the pipe extension. The pipe extension shall be galvanized.

The headgate cover, flat-back seat, wedging devices, and lift assembly consisting of lift nut, hold-down plate, and handwheel shall be manufactured of cast iron conforming to the requirements in ASTM Designation: A 126, Class B, except bronze lift nuts will be permitted. The headgate frame, consisting of side guide angles, head angle, plate gussets, bar braces, spacers, and stems shall be manufactured of steel conforming to the requirements in ASTM Designation: A 36/A 36M. The assembly bolts, or anchor bolts when required, and nuts shall conform to the requirements in ASTM Designation: A 307. The frame members, spacers, stem, bolts and nuts shall be galvanized in conformance with the requirements in ASTM Designation: A 153.

The headgate cover shall be ribbed or domed of ample section to withstand the face pressure. The seating surfaces of the cover and flat-back seat shall be machined or ground to fit together within a tolerance of not more than 0.10-mm throughout the circumference of the seating surfaces.

The frame shall be bolted together to form a self-contained unit and shall be designed to take the thrust created during opening and closing the cover.

The gate shall be equipped with a minimum of one adjustable wedging device on each side which shall be bolted to the headgate frame. The use of attaching pins and screws will not be allowed

Spacers shall be installed to center the guide angle in the slot on the headgate cover.

A sufficient length of stem shall be supplied to move the cover from the fully closed position to the fully opened position. The diameter of the stem shall conform to the following minimums:

Pipe Diameter (mm)	Minimum Stem Diameter (mm)
200 to 400	22
450 to 600	25
675 to 900	28
975 to 1200	38
1350 to 1500	50

The handwheel lifting device shall be mounted on the top of the head angle and shall be of sufficient capacity to easily operate the headgate. The cast iron nut shall be threaded to match the thread of the stem. The nut shall be held in position by the hold-down plate, which will permit easy turning of the nut. The handwheel shall be removable and shall be attached to the lift nut by means of set screws. For headgates, 1200 mm and larger, the lift shall be of the ball bearing design wherein the ball races are mounted above and below a collar on the lift nut.

The headgate shall be assembled in the shop and cast iron parts shall be given a shop coat as follows: Surface preparation – SP5, white metal blast cleaning

Paint material – NSF epoxy, polyimide epoxy, approved for potable water contact and conforming to NSF61

Minimum coating – 3 coats, 3 mils minimum dry film thickness per coat

**10-1.62 DUCTILE IRON PIPE AND FITTINGS (NID)**

This work shall consist of furnishing and installing ductile iron pipe and fittings for the Nevada Irrigation District (NID) irrigation temporary bypass and permanent pipeline system, including construction of temporary retaining wall required for the temporary bypass pipeline, in accordance with the details shown on the plans, as specified in these special provisions and as directed by the Engineer.

As part of the temporary bypass pipeline system work, the Contractor shall maintain the temporary 750 mm ductile iron pipe (Type 1) bypass system and related facilities until their use are no longer required, including furnishing labor and equipment necessary to conduct the water system’s various operational tasks required by NID and as directed by the Engineer. Operational tasks include, but not limited to, opening and closing of valves, blowoffs, air vents, and service lines, and when required, assist NID in draining and refilling of the temporary pipeline and service lines.

The Contractor's attention is directed to "Order of Work" of these special provisions regarding the conditions and time restrictions relating to irrigation system shutdown which are established by the Nevada Irrigation District for this project.

**REFERENCES**

The following is a list of standards which may be referenced in this section:

A. American Water Works Association (AWWA):

1. C104, Cement-Mortar Lining for Ductile Iron Pipe and Fittings for Water.
2. C105, Polyethylene Encasement for Ductile Iron Pipe Systems.
3. C110, Ductile Iron and Grey Iron-Fittings, 75 mm through 1200 mm.
4. C111, Rubber-Gasket Joints for Ductile Iron Pressure Pipe and Fittings.
5. C115, Flanged Ductile Iron Pipe with Ductile Iron and Grey Iron Fittings.
6. C150, Thickness Design of Ductile-Iron Pipe.
7. C151, Ductile-Iron Pipe. Centrifugally Cast, for Water.
8. C153, Ductile Iron Compact Fittings, 75 mm through 600 mm and 1370 mm through 1625 mm for water service.
9. C207, Steel Pipe Flanges for Waterworks Service, Sizes 100 mm through 3600 mm.
10. C600, Installation of Ductile-Iron Water Mains and Their Appurtenances.
11. C606, Grooved End, Shouldered Joints.

B. ASTM, International (ASTM):

1. A307, Standard Specification for Carbon Steel Bolts and Studs, 410 MPa (60,000 psi) Tensile Strength.
2. A563, Standard Specification for Carbon and Alloy Steel Nuts.
3. B16.21, Standard Specification for Nonmetallic Flat Gaskets for Pipe Flanges.
4. D882, Standard Test Method for Tensile Properties of Thin Plastic Sheeting.
5. D1330, Standard Specification for Rubber Sheet Gaskets.
6. D1922, Standard Test Method for Propagation Tear Resistance of Plastic Film and Thin Sheeting by Pendulum Method.
7. D2000, Standard Classification System for Rubber Products in Automotive Applications.
8. D4976, Standard Specification for Polyethylene Plastics Molding and Extrusion Materials.

C. Ductile Iron Pipe Research Institute (DIPRA).

**SUBMITTALS**

The Contractor shall prepare shop drawings for the temporary ductile iron pipe bypass and permanent piping systems in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications and these special provisions.

A. Shop Drawings:

1. Marking plan and details of standard pipe section showing dimensions, pipe joints, fitting and special fitting pressure rating and thickness, size, coating and lining data.
2. Pipeline layout drawings showing the location of each pipe section, each special length, closure sections, location and angle of bends, outlets, location of valves, and other special fittings, including vent pipes.
3. Pipeline lay schedule corresponding to the pipeline layout drawings.

B. The following documents shall be submitted to the Engineer:

1. Certificate of Compliance in accordance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications. Certificate of compliance shall include a statement that inspections and specified tests have been made and that results thereby comply with requirements in "Source Quality Control" of this section.
2. Affidavit of compliance certified by a registered professional engineer that the permanent ductile iron pipe linings have been applied according to these specifications.
3. Field Hydrostatic Testing Plan: Submit at least 15 days prior to testing and at minimum, include the following: Testing dates, Piping systems and section(s) to be tested, Method of isolation, Method of conveying water from source to system being tested, and Calculation of maximum allowable leakage for piping section(s) to be tested.
4. Certifications of Calibration: Approved testing laboratory certificate if pressure gauge for hydrostatic test has been previously used. If pressure gauge is new, no certificate is required.
5. Test documentation form and results.
6. Submit a list of at least 3 personnel, including their 24-hour, 7-day, contact telephone numbers for operational assistance to NID on the temporary bypass pipeline system.

**MATERIALS**

**Pipe**

Ductile iron pipe and fittings shall be centrifugally cast, grade 60-42-10 iron, meeting the requirements of AWWA C150, C153 and C111.

Ductile iron vent pipe shall include flange and flange coupling adapter for field closure.

Temporary pipe and fittings shall be cement mortar lined in accordance with AWWA C104 and coated with asphaltic coating, 1 mil thick, in accordance with AWWA C151, C115, C110 and C153.

Permanent ductile iron pipe and fittings, including vent pipe, shall be lined with high-speed cement mortar (double thickness) in accordance with AWWA C104 and as further described, and coated with asphaltic coating, 1 mil thick in accordance with the requirements in AWWA C151, C115, C110 and C153.

Pressure rating of pipe and fittings shall be 1035 kPa).

Pipe wall thickness of threaded pipe for a flanged pipe end shall be minimum special thickness Class 53 from 300 mm to 1370 mm in accordance with AWWA C115.

Grooved end pipe, for all pipe diameters, shall be minimum Special Class 53.

## **Joints**

All joints shall be restrained.

Restrained Joint. Manufactured proprietary joint that uses a boltless device to restrain pipe to adjoining pipe. Rated at minimum working pressure equal to that of the pipe class.

Manufacturers and Products:

1. U.S. Pipe; TR Flex.
2. American Cast Iron Pipe; Flex-Ring.
3. Pacific States Cast Iron Pipe Co.; Thrust-Lock.
4. Griffin Pipe Products Co.; Snap-Lok.
5. Or equal.

The use of field-lock, gripper ring type restraining devices shall be limited to only locations where unforeseen field conditions or closure places require the pipe to be field fit, cut, and joined, and as approved by the Engineer.

Field welding of ductile iron pipe and fittings will not be allowed.

Flanged Joint: Threaded 1,725-kPa working pressure ductile iron flanges conforming to ANSI/AWWA C115/A21.15, Class 125.

Temporary Pipe: Restrained joints as determined by Contractor and approved by Engineer.

Permanent Pipe: Ductile Iron, Flanged (where shown) or Restrained Joint: In accordance with AWWA C110 or AWWA C153, 1,725-kPa minimum working pressure. Fittings shall be new and recently manufactured. Refurbished fittings will not be accepted. Welded outlet fitting shall be welded to pipe only in manufacturer's shop.

Temporary Pipe: As determined by Contractor and approved by Engineer.

Permanent ductile iron pipe and fittings shall be internally lined with cement-mortar lining in accordance with AWWA C104, by a high speed, centrifugal process. The quality system of the manufacturer shall be registered to an ISO 9000 quality standard by an accredited registrar.

Grinding of linings shall not be allowed. The finished cement lining shall be uniformly smooth. In addition to complying with AWWA C104, the linings shall also comply with the following additional requirements:

1. The cement used shall be a Portland Cement. Sand shall consist of inert, hard, strong, and durable silica grains. The water used in the cement mortar shall be potable, and free from injurious quantities of organic matter, alkali, salt or other impurities that might reduce the strength, durability, or other desirable qualities of the lining. All material in contact with water shall be certified to meet the requirements of ANSI/NSF Standard 61. The cement mortar shall contain not less than one part of cement to two parts of sand, by volume.
2. Cement lining thicknesses shall be per AWWA C104 double thickness and as shown in Table No. 6.
3. All surfaces to be mortar lined shall be cleaned as necessary to remove foreign matter that could interfere with the adherence of the cement mortar or protrude through the lining.
4. Linings shall be manufactured using centrifugal pipe rotational equipment capable of sufficient rotation speed to sustain 60 G to 100 G of compaction force. Simultaneous controlled vibration shall be applied to the pipe during high-speed rotation to produce a lining of such high density and firm compaction that the laitance can be washed from the surface of the lining immediately after consolidation. The Contractor shall submit to the Engineer a Certificate of Compliance from the manufacturer in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications with an affidavit by a registered professional engineer that the linings have been applied according to these specifications. The mortar shall be mixed in batches. The amount of cement and sand entering into each batch shall be measured by weight. The quantity of mixing water entering into each batch shall be measured automatically by an adjustable device, or it shall be otherwise measured to ensure that the correct quantity of water is being added.
5. After the mortar has been distributed, the rotational speed and vibration shall be increased to produce a mortar lining with a uniformly smooth, firm surface. Immediately after lining, the surface of the lining shall be flushed with a large volume of water to remove excess laitance.
6. Cement-mortar linings shall be lined and stored in a building with controlled atmosphere for a minimum of 18 hours. Linings shall be furnished standard without seal coat.
7. All repairs of handling or other damage shall be made in accordance with the recommendations of the pipe manufacturer and shall be reasonably smooth and may not project into the waterway.

Polyethylene Encasement shall be as follows:

Linear low-density virgin polyethylene material conforming to requirements of ASTM D4976.

Tensile Strength: 25,000 kPa, minimum.

Density: 0.910 to 0.935 g/cm<sup>3</sup>.

Dielectric Strength: 32V/micron-thickness (800V/mil-thickness), minimum.

Tube form, conforming to AWWA C105.

Thickness: 200 micron, minimum.

Color: Black.

Bolts for flanged connections shall be carbon steel, ASTM A307, Grade A hex bolts and ASTM A563, Grade A hex head nuts. Bolts for grooved end connections shall be manufacturer's standard.

Gaskets for push-on restrained joints shall be in conformance with AWWA C111. Gaskets for flat faced 1030 kPa and 1725 kPa (150 and 250 psi) working pressure flanges shall be 3 mm (1/8 inch) thick, red rubber (SBR), hardness 80 (Shore A), rated to 93 degrees C (200 degrees F), conforming to ANSI B16.21, AWWA C207, and ASTM D1330, Grades 1 and 2. Gaskets for grooved end joints shall be Halogenated butyl, conforming to ASTM D2000 and AWWA C606.

Marking at Plant. Mark each pipe and fitting at plant. Include date of manufacture, manufacturer's identification, specification standard, diameter of pipe, pipe class, pipe number for laying purposes, and other information required for type of pipe.

### **Seep Rings**

Seep rings for pipe connections to inlet or outlet structures shown on the plans shall consist of steel wall ring, 13 mm thick, minimum and shall be coated with shop-applied 2 coats of high-build polyamide epoxy coating in conformance with AWWA C210.

At the option of the Contractor, seep rings will be either constructed integrally with the pipe or fabricated as a special fitting. The Contractor shall submit shop drawings for the required seep rings in accordance with Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications.

### **Pipe Anchor**

Pipe anchor for above ground installation shall consist of pipe post with concrete foundation.

Pipe shall be anchored to the pipe post using metal clamp with neoprene rubber cushion.

Pipe of the size specified on the plans shall be Schedule 40 and shall be galvanized.

Concrete for pipe post foundation shall be minor concrete conforming to the provisions in Section 90, "Concrete" of the Standard Specifications.

### **Carrier Pipe Skids**

Skids for ductile iron carrier pipe installed in welded steel pipe casing shall be redwood. Redwood shall be graded in conformance with the current standard specifications for structural grades of California redwood approved by the Board of Review, American Lumber Standards Committee and published by the Redwood Inspection Service. Redwood skids shall be secured with Type 304 stainless steel bands.

### **Casing End Seals**

Casing end seal material shall be synthetic rubber, conical shape, pull-on or wrap-around style provided with 13 mm wide by 0.50 mm thick Type 304 stainless steel bands. At the Contractor's option, the product of one of the following acceptable casing end seal manufacturer may be furnished:

1. Pipeline Seal and Insulator, Inc., Houston, Texas.
2. Advance Products and Systems, Inc., Lafayette, Louisiana.
3. Cascade Waterworks Manufacturing Co., Yorkville, Illinois
4. Or equal.

### **Detection Tape**

Detection tape for marking along the centerline of buried irrigation piping shall be solid aluminum foil, visible on printed side, encased in protective high visibility, inert polyethylene plastic jacket conforming to the following requirements:

Specification	Requirements
Foil Thickness, mm, minimum	0.09
Laminate Thickness, mm, minimum	0.13
Width, mm, minimum	150
Identifying Lettering, mm, minimum (Permanent black lettering "IRRIGATION" imprinted continuously over entire tape length)	25 high
Joining Clips	Tin or nickel-coated furnished by tape manufacturer
Color*	Purple

\* Color shall be in accordance with APWA Uniform Color Code for Temporary Marking of Underground Facilities as specified in NEMA Z535.1, Safety Color Code .

At the Contractor's option, the product of one of the following acceptable detection marking tape manufacturer may be furnished:

1. Reef Industries; Terra Tape, Sentry Line Detectable
2. Mutual Industries; Detectable Tape.
3. Presco; Detectable Tape
4. Or equal

#### **Sand Fill**

Sand fill material for the annular space between the casing pipe and ductile iron carrier pipe shall be clean, free draining, and free from roots and other deleterious substances suitable for blowing into annular space.

#### **Sand Bag (Drainage Cutout)**

Sand bag and sand material for the temporary bypass pipeline drainage cutout shall conform to the material requirements specified in section "Temporary Sand Bag Slope Protection" of these special provisions.

#### **SOURCE QUALITY CONTROL**

All products shall be factory tested in accordance with AWWAC104, C105, C110, C111, C115, C151 and C153.

#### **EARTHWORK**

Trench excavation and backfilling shall conform to the provisions in Section 19-3, "Structure Excavation and Backfill," of the Standard Specifications and, where modified, with these special provisions. Trench limits, trench stabilization, pipe bedding, pipe zone material and trench backfill above the pipe zone, and trench cutoff shall be as shown on the plans. Trench stabilization may be required in areas of low pipeline support to prevent pipe settlement as determined by the Engineer.

Relative compaction specified herein shall be in accordance with Section 6-3, Testing, of the Standard Specifications. Minimum relative compaction requirements are as follows:

1. Trench Stabilization Material - 90% Relative Compaction
2. Pipe Bedding - 90% Relative Compaction
3. Pipe Zone Backfill Material – 95% Relative Compaction when pipe is under traveled ways and embankments
4. Pipe Zone Backfill Material – 90% Relative Compaction when pipe is not under traveled ways and embankments
5. Trench Backfill Material above the Pipe Zone Material - 95% Relative Compaction when pipe is under traveled ways and embankments
6. Trench Backfill Material above the Pipe Zone Material - 90% Relative Compaction when pipe is not under traveled ways and embankments

Trench stabilization material where required shall be have the same gradation as structure backfill behind retaining walls with a sand equivalent of not less than 20 in accordance with Section 19-3, "Structure Excavation and Backfill,". Pipe bedding and pipe zone backfill material for pipe diameters 300 mm and less shall be sand bedding in accordance with Section 19-3, "Structure Excavation and Backfill," of the Standard Specifications unless otherwise shown for special trench conditions using Control Low-Strength Material. Pipe bedding and pipe zone backfill material for pipe diameters greater

than 300 mm shall be imported granular material (unless otherwise shown for special trench conditions using Control Low-Strength Material), well graded with 100 percent passing 19 mm sieve and shall not have more than 8 percent passing 75-µm sieve. Trench backfill material above the pipe zone shall be material free of stones or lumps exceeding 75 mm in greatest dimension, organic or other unsatisfactory material.

Trench stabilization limits, where required, shall be defined as the area 0.6 meters below the pipe bedding. Pipe bedding limits and pipe zone limits are shown on the drawings. Additional surface restoration requirements are also shown on the drawings.

Concrete backfill shall conform to the provisions in Section 66-1.045, "Concrete Backfill," of the Standard Specifications.

Controlled low strength material where shown shall conform to the requirements in "Controlled Low Strength Material" of these special provisions.

Trench cutoffs shall be constructed at the locations shown and in accordance with the details shown on the plans.

The excavation and backfill below the "excavated trench bottom" (below trench stabilization material where required as directed by the Engineer) will be paid as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

Surplus excavated materials shall be disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

### **TEMPORARY RETAINING WALL**

Temporary retaining wall shall be designed, constructed, maintained, and later removed, as shown on the plans, as specified in these special provisions, and as directed by the Engineer.

The Contractor shall be responsible for designing and constructing a temporary retaining wall which shall provide the necessary support of the embankment. The Engineer may reject any design which, in the Engineer's judgment, may not provide the necessary support of the embankment.

The Contractor shall submit complete working drawings for the temporary retaining wall to the Engineer for review in accordance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. Four sets of drawings and 2 copies of the design calculations shall be furnished to the Engineer. The Contractor shall allow the Engineer 30 working days to review the drawings and design calculations after a complete submittal has been received. If revisions are required, as determined by the Engineer, the Contractor shall revise and resubmit the drawings and calculations within 15 working days of receipt of the Engineer's comments and shall allow 30 working days for the Engineer to review the revisions. Upon the Engineer's approval of the drawings and design calculations, 4 additional sets of drawings and 2 copies of the design calculations, incorporating the required changes, shall be submitted to the Engineer.

Working drawings shall be either 280 mm x 432 mm, or 560 mm x 864 mm in size and each drawing and calculation sheet shall include the State assigned designations for the contract number and District-County-Route-Kilometer Post. The design firm's name, address, and phone number shall be shown on the working drawings. Each sheet shall be numbered in the lower right hand corner and shall contain a blank space in the upper right hand corner for future contract sheet numbers.

The Contractor shall verify the existing ground elevations at the site prior to preparing the working drawings. Said working drawings shall contain all information required for the proper construction of the temporary retaining wall, including existing ground line at face of wall as verified at the site and any required revisions or additions to drainage systems or other facilities. The working drawings shall be supplemented as necessary with calculations for the particular installation. Said working drawings and calculations shall be stamped and signed by an engineer who is registered as a Civil Engineer in the State of California.

The Contractor shall not commence constructing temporary retaining wall until the Engineer has reviewed and approved the working drawings in writing.

Approval by the Engineer of the temporary retaining wall drawings or the inspection performed by the Engineer will in no way relieve the Contractor of full responsibility for the temporary retaining wall.

Where required, construction of the various components of the temporary retaining wall shall conform to the following requirements:

#### **Earthwork**

Excavation and backfill shall conform to the provisions in Section 19, "Earthwork," of the Standard Specifications, and these special provisions.

The Contractor shall substantiate all values used in the design of the temporary retaining wall.

### **Concrete**

All concrete, if used in the construction of temporary retaining wall, shall conform to the provisions in Section 51, "Concrete Structures," of the Standard Specifications.

### **Reinforcement**

All reinforcing steel if used in temporary retaining wall shall conform to the provisions in Section 52, "Reinforcement," of the Standard Specifications.

### **Timber**

Timber structures if used in the temporary retaining wall shall conform to the provisions in Section 57, "Timber Structures," of the Standard Specifications.

When no longer required for the work as determined by the Engineer, temporary retaining wall shall be removed. Removed retaining wall shall be disposed of outside the highway right of way in accordance with the provisions in Section 7-1.13, "Disposal of Material Outside of the Highway Right of Way," of the Standard Specifications.

## **WORKMANSHIP**

### **Delivery**

Securely bulkhead or otherwise seal ends of pipe, specials and fittings prior to loading at manufacturing site. Pipe ends shall remain sealed until installation.

### **Examination**

The Contractor shall be responsible for coordinating the time, location of delivery, and unloading of the pipe materials and appurtenances with the Manufacturer/Supplier. The Contractor shall inspect pipe and fittings to ensure no cracked, broken, or otherwise defective materials are being used. Damage to pipe, specials, or fittings, including linings and coatings, found upon delivery to job site shall be repaired to the Engineer's satisfaction or removed from the site and replaced with equivalent pipe material.

### **Preparation**

**Gasket Storage:** Rubber gaskets shall be stored in cool, well-ventilated place and do not expose to direct rays of sun. Do not allow contact with oils, fuels, petroleum, or solvents.

**Pipe Storage:** Pipes shall be stored and handle in accordance with manufacturer's recommendations.

**Trench Grade:** Trench bottoms shall be graded by hand to specified line and grade, with proper allowance for pipe thickness and pipe base, when specified. Trench bottom shall form a continuous and uniform bearing and support for pipe between bell holes. Before laying each section of pipe, check grade and correct irregularities found. Grade may be disturbed for removal of lifting tackle.

**Pipe Bedding:** Place and compact pipe bedding material to full width of trench as indicated.

**Bell Joints:** At each bell (joint) holes, dig bell holes of ample dimensions in bottom of trench, and at sides where necessary, to permit joint to be made properly and to permit easy visual inspection of entire joint.

### **Pipe Installation**

The Contractor shall provide and use proper implements, tools, and facilities for safe and proper prosecution of work.

Pipe, fittings, and appurtenances shall be lowered into trench, piece by piece, by means of a crane, slings, or other suitable tools and equipment, in such a manner as to prevent damage to pipe materials, protective coatings and linings. Dropping or dumping pipe material into trench will not be allowed.

Pipes and fittings shall be cleaned prior to during installation. Lumps, blisters, and excess coal tar coating from bell and spigot ends of each pipe shall be removed. Outside of spigot and inside of bell shall be wire brushed and wipe clean, dry, and free from oil and grease before pipe is laid. Ends of mechanical joint pipe and of rubber gasket joint pipe and fittings shall be wiped clean of dirt, grease, and foreign matter.

Pipe shall be laid with bell end facing in direction of laying. For lines on an appreciable slope, face bells upgrade at discretion of Engineer.

After first length of pipe is installed in trench, secure pipe in place with approved backfill material tamped under and along sides to prevent movement. Keep ends clear of backfill. After each section is jointed, place backfill as specified to prevent movement. Take precautions necessary to prevent floating of pipe prior to completion of backfill operation.

When using movable trench shield, take necessary precautions to prevent pipe joints from pulling apart when moving shield ahead. Foreign material shall not be allowed to enter pipe while it is being placed in trench.

The open end of last laid section of pipe shall be closed and blocked to prevent entry of foreign material or creep of gasketed joints when laying operations are not in progress, at close of day's work, or whenever workers are absent from job.

Joining pipe with push-on joints and mechanical joint fittings shall be in accordance with pipe and joint manufacturer's recommendations. Provide special tools and devices, such as, special jacks, chokers, and similar items required for installation.

Pipe gaskets shall be lubricated using lubricant furnished by pipe manufacturer. No substitutes will be permitted

Ends of fittings shall be clean of dirt, mud, and foreign matter by washing with water and scrubbing with a wire brush, after which, slip gland and gasket on plain end of pipe. If necessary, lubricate end of pipe to facilitate sliding gasket in place, then guide fitting onto spigot of pipe previously laid.

Cutting of pipe for inserting valves, fittings, or closure pieces shall be done in a neat and workmanlike manner without damaging pipe or lining and so as to leave a smooth end, at right angles to axis of pipe. Cutting of pipe shall be done with milling type cutter or saw. Flame cutting will not be allowed. The end of mechanical joint pipe shall be dressed to remove sharp edges or projections, which may damage rubber gasket. Dressing of cut ends of push-on joint pipe shall be done by beveling, as recommended by manufacturer.

Welding for outlets shall be performed only in pipe manufacturer's shop. Field welding of outlets will not be allowed.

Field installed outlets may be installed with saddle as shown on the plans and as approved by Engineer. Opening in pipe shall be machined cut and not with cutting torch. Field welding of bars for restrained joint systems will not be allowed. All welding shall be performed in pipe manufacturer's shop.

Line and grade of pipeline shall be in accordance with the established pipe grades shown on the plans. High points between air valves will not be allowed. Pipe grade between invert elevations shall be maintained to provide minimum clearance at air valve locations of 1.2 meters from existing ground surface to top of pipe. Air valves shall be installed at the location shown on the plans and field verify intervening low points. When field conditions warrant, exceptions may be made upon approval of Engineer. Deviations exceeding 150 mm from specified line or 25 mm from specified grade will not be allowed without express approval from the Engineer.

Thrust blocking shall not be used for restraining joints.

Place and compact pipe zone backfill material as follows:

1. After pipe bedding is in place, place imported granular material at approximately same rate on each side of pipe.
2. Place such that backfill elevation of is approximately equal on each side of pipe at all times.
3. Pipe zone backfill shall be placed 150 mm above top of pipe barrel for pipes 300 mm in diameter and under and 300 mm for pipes larger than 300 mm.
4. Pipe zone backfill shall be placed in 150 mm lifts and compacted to at least 95 percent relative compaction.

Thrust Restraint: All pipe is restrained joint. In addition, concrete encasement is required where shown on the Drawings.

Polyethylene Encasement: Encase all buried valves and ductile iron pipe and fittings with double layers of polyethylene encasement and in accordance with AWWA C105, Method A. Cut polyethylene tube approximately 0.6 m longer than pipe length. Slip tube around pipe, centering to provide 0.3-m overlap on each adjacent section. Pull encasement to take out slack and wrap snug around pipe. Secure overlap in place and fold at quarter points of pipe length. Wrap and tape encasement snug around fittings and valves.

### **Carrier Pipe Installation in Casing**

Entire length of casing shall be installed complete and inspected and approved by Engineer before any carrier pipe is placed in the casing pipe. Defects in the casing pipe or leakage at joints shall be repaired.

Each pipe joint makeup and pipe segment shall be checked for defects and alignment prior to pushing carrier pipe segments into casing.

### **Detection Tape Installation**

Pipe detection tape shall be installed along the centerline of the entire length of buried irrigation piping. Detection tape shall be placed on the last lift of the pipe zone backfill material.

## **TESTING**

### **Pipeline Hydrostatic Test**

Ductile iron pipeline shall be tested by hydrostatic testing.

The Contractor shall notify the Engineer in writing 5 days in advance of testing. Testing shall be performed in the presence of the Engineer.

Test newly installed pipelines. Using water as test medium, pipes shall successfully pass a leakage test prior to acceptance. The Contractor shall furnish water for hydrostatic testing. Isolate new pipelines that are connected to existing pipelines.

Furnish testing equipment and perform tests in manner satisfactory to Engineer. Testing equipment shall provide observable and accurate measurements of leakage under specified conditions.

Conduct tests on entire pipeline after trench has been backfilled. Testing may be done prior to placement of roadway structural section.

The Contractor may, if field conditions permit and as determined by Engineer, partially backfill trench and leave joints open for inspection and conduct an initial service leak test. Hydrostatic test shall not, however, be conducted until backfilling has been completed.

Testing procedure shall conform to the following:

1. Maximum filling velocity shall not exceed 0.3 meters per second, calculated based on the full area of pipe.
2. Expel air from pipe system during filling. Expel air through air release valve or through corporation stop installed at high points and other strategic points.
3. Test pressure shall be 34 kPa above system operating pressure.
4. Apply and maintain specified test pressure with hydraulic force pump. Valve off piping system when test pressure is reached.
5. Maintain hydrostatic test pressure continuously for 2 hours minimum, adding additional make-up water only as necessary to restore test pressure.
6. Determine actual leakage by measuring quantity of water necessary to maintain specified test pressure for duration of test.
7. If measured leakage exceeds allowable leakage or if leaks are visible, repair defective pipe section and repeat hydrostatic test.

Allowable Leakage: Maximum allowable leakage shall not exceed 38 liters per 25 mm diameter per 1.6 kilometer.

### **DRAINAGE CUTOUT (NID TEMPORARY BYPASS)**

Drainage cutouts shall be constructed in accordance with the details shown and at locations indicated on the plans.

### **OPERATIONAL ASSISTANCE (NID TEMPORARY BYPASS)**

The Contractor shall respond and provide the necessary labor and equipment at the site no later than 2 hours from the time of NID's operational assistance request or notification.

If the Contractor fails to conform to the required response time in providing labor and equipment for operational assistance, the Engineer may order the suspension of construction operations until the Contractor complies the required response time and takes corrective action that future requests are responded without delay.

### **MAINTENANCE (NID TEMPORARY BYPASS)**

To ensure the proper functioning of the temporary bypass pipeline and its related facilities, the Contractor shall regularly inspect and maintain the NID temporary bypass system.

The temporary bypass pipeline system shall be routinely inspected by the Contractor a minimum of once every week until the pipeline and its appurtenances are no longer required. NID will provide an Inspection Checklist for the Contractor's use when conducting inspection of the temporary bypass system. One copy of each site inspection record shall be submitted to the Engineer within 24 hours of completing the inspection.

When damage or malfunction occurs on the temporary bypass pipeline system, the Contractor shall repair or replace damaged section or part malfunctions on the day the damage or part malfunction occurs. Repair or replacement of damaged or part malfunction of the temporary pipeline system shall be at the Contractor's expense.

The Contractor shall routinely remove and dispose silt and debris accumulations at drainage cutout locations and at inlet and outlet structures, including trash racks.

## **SURFACE RESTORATION**

In areas outside the limits of roadway improvements under this contract where trench and structure excavations occur, including other disturbance of existing surfacing as a result of the Contractor's operations in installing and constructing the Nevada Irrigation District facilities, the Contractor shall restore the ground surfacing in accordance with the requirements specified for Surface Restoration in "Welded Steel Pipe, Specials and Fittings (Carrier and Flume) (NID)" elsewhere in these special provisions.

## **DUCTILE IRON PIPE REMOVAL (NID TEMPORARY BYPASS)**

When no longer required, as determined by the Engineer, at the location and limits shown on the plans, ductile iron pipe (including pipe anchor assembly) used as temporary irrigation bypass line shall become the property of the Contractor, and shall be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

All other ductile iron pipeline components indicated on the plans to become part of the permanent irrigation system shall be left in place. Install necessary additional permanent pipe, specials, fittings, energy dissipater, and manhole as indicated.

## **MEASUREMENT**

Ductile iron pipe for temporary bypass will be measured and paid for by the meter, as 750 mm ductile iron pipe (Type 1) (Temporary), determined along the slope length designated by the Engineer.

Ductile iron pipe for permanent pipeline system will be measured and paid for by the meter, as 750 mm ductile iron pipe (Type 2) (Permanent), determined along the slope length designated by the Engineer.

Pipe bends, tees and other branches will be measured and paid for by the meter for the size and type of pipe involved. Bends will be measured along the center lines. Tees and other branches will be measured along center lines to the point of intersection of the center lines.

The quantity of concrete in concrete backfill to be paid for by the cubic meter will be determined from the dimensions shown on the plans or other dimensions as may be ordered by the Engineer. Concrete placed outside the limits shown on the plans or ordered by the Engineer will not be measured nor paid for.

## **PAYMENT**

The contract price paid per meter for 750 mm ductile iron pipe (Type 1) (Temporary) shall include full compensation for furnishing all labor, materials (including drainage cutout sand bag, redwood skids, casing end seals and sand fill), tools, equipment, and incidentals, and for doing all the work involved in 750 mm ductile iron pipe (Type 1) (Temporary), complete in place, including testing, earthwork, detection tape, constructing drainage cutout and cutoff trench, connecting new pipe to existing or new facilities, installing carrier pipe in casing pipe, maintenance, and providing operational assistance, as shown on the plans, as specified in the Standard Specifications and these special provisions and as directed by the Engineer.

The contract price paid per meter for 750 mm ductile iron pipe (Type 2) (Permanent) shall include full compensation for furnishing all labor, materials (including steel seep rings, drainage cutout sand bag, redwood skids, casing end seals and sand fill), tools, equipment, and incidentals, and for doing all the work involved in 750 mm ductile iron pipe (Type 2) (Permanent), complete in place, including testing, earthwork, detection tape, connecting new pipe to existing or new facilities, installing carrier pipe in casing pipe and constructing cutoff trench, as shown on the plans, as specified in the Standard Specifications and these special provisions and as directed by the Engineer.

Full compensation for furnishing and installing 300 mm ductile iron vent pipe at inlet structures, shall be considered as included in the contract price per meter for 750 mm ductile iron pipe (Type 2) (Permanent) and no separate payment will be made therefore.

Full compensation for pipe anchor assembly (including concrete foundation, metal strap and neoprene rubber pads), shall be considered as included in the contract price per meter for 750 mm ductile iron pipe (Type 1) (Temporary) and no additional compensation will be allowed therefore.

Full compensation for temporary retaining wall, including designing of wall and removal and disposal when no longer required, shall be considered as included in the contract price per meter for 750 mm ductile iron pipe (Type 1) (Temporary) and no additional compensation will be allowed therefore.

Full compensation for removal of ductile iron pipe used as temporary bypass shall be considered as included in the contract price per meter for 750 mm ductile iron pipe (Type 1) (Temporary) and no additional compensation will be allowed therefore.

Full compensation for surface restoration of areas outside the limits of roadway improvements shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefore.

### 10-1.63 COMBINATION AIR RELEASE VALVE ASSEMBLY (NID)

This work shall consist of furnishing and installing combination air release valve assemblies for the Nevada Irrigation District temporary irrigation pipeline system in accordance with the details shown on the plans, as specified in these special provisions and as directed by the Engineer.

#### REFERENCES

The following is a list of standards which may be referenced in this section:

- A. American Society of Mechanical Engineers (ASME):
  - 1. B16.1, Cast Iron Pipe Flanges and Flanged Fittings Classes 25, 125, and 250.
  - 2. B36.10M, Welded and Seamless Wrought Steel Pipe.
  - 3. B36.19M, Stainless Steel Pipe.
  - 4. Boiler and Pressure Vessel Code.
- B. American Water Works Association (AWWA):
  - 1. C209, Cold-Applied Tape Coatings for the Exterior of Special Sections, Connections, and Fittings for Steel Water Pipelines.
  - 2. C214, Tape Coating Systems for the Exterior of Steel Water Pipelines.
  - 3. C220, Stainless Steel Pipe, 4 In. (100 mm) and Larger.
  - 4. C500, Metal-Seated Gate Valves for Water Supply Service.
  - 5. C504, Rubber-Seated Butterfly Valves.
  - 6. C507, Ball Valves, 6 In. Through 48 In.(150 mm Through 1200 mm).
  - 7. C509, Resilient-Seated Gate Valves for Water Supply Service.
  - 8. C512, Air-Release, Air/Vacuum, and Combination Air Valves for Waterworks Service.
  - 9. C550, Protective Epoxy Interior Coatings for Valves and Hydrants.
  - 10. C800, Underground Service Line Valves and Fittings.
- C. ASTM International (ASTM):
  - 1. A53/A53M, Standard Specification for Pipe, Steel, Black and Hot-Dipped, Zinc-Coated, Welded and Seamless.
  - 2. B43, Standard Specification for Seamless Red Brass Pipe, Standard Sizes.
  - 3. C478, Standard Specification for Precast Reinforced Concrete Manhole Sections.
  - 4. D1785, Standard Specification for Poly(Vinyl Chloride) (PVC) Plastic Pipe, Schedules 40, 80, and 120.
- D. Environmental Protection Agency (EPA):
  - 1. Safe Drinking Water Act.

#### SUBMITTALS

The Contractor shall prepare and submit to the Engineer for review and approval shop drawings for the combination air release valve assemblies in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings, of the Standard Specifications and these special provisions.

- A. Shop Drawings: The following Informational submittals shall be submitted to the Engineer:
  - 1. Product data sheets for make and model.
  - 2. Complete catalog information, descriptive literature, specifications, and identification of materials of construction.
  - 3. Maximum recommended test pressure; maximum and minimum recommended working pressures of air valves, isolation valves, flanges, connecting piping, and fittings.
  - 4. Recommended seating materials for specified operating pressures.
- B. Informational Submittals:
  - 1. Manufacturers' Instructions:
    - a) Installation and testing of products specified.
    - b) Pipeline tapping and service saddle installation.
  - 2. Operation and maintenance data.
  - 3. Affidavit of Compliance in accordance with AWWA C512 stating valve and all materials used conform to applicable requirements of AWWA C512 and these Specifications, and tests specified have been performed and all requirements have been met.
  - 4. Affidavit of Compliance that materials comply with the requirements of the EPA Safe Drinking Water Act and other federal, state, and local requirements.

## **MATERIALS**

### **Double Strap Service Saddle**

1. Stainless steel double straps.
2. Body: Ductile iron, nylon, or epoxy coated.
3. Bolts and Nuts: Type 304 stainless steel.
4. Comply with applicable portions of AWWA C800.

### **50 mm Corporation Stop**

1. AWWA C800 type, with ends suitable for adjoining pipe.
2. Rated for minimum pressure of 1035 kPa.

### **50 mm Combination Air Release Valve**

#### **A. General**

1. Air release, air/vacuum, and combination air valves shall conform to AWWA C512.
2. Exterior of air valves shall be coated with NSF epoxy.
3. Interior of air valves shall be coated in accordance with AWWA C550.
4. Air valves shall be factory tested in accordance with AWWA C512.
5. Suitable for operating pressures between 24 kPa and 97 kPa.

#### **B. Combination Air Valve, Water Service:**

1. Suitable for water service.
2. Combines operating features of air and vacuum valve, and air release valve.
  - a. Air and vacuum portion to automatically exhaust air during filling of system and allow air to re-enter during draining or when vacuum occurs.
  - b. Air release portion to automatically exhaust entrained air that accumulates in system.
3. Single body or dual body
4. Air/water Inlet: NPT.ASME B16.1 Class 125.
5. Air Outlet: NPT. Mushroom cap with bug screen.
6. Rated 1035 kPa working pressure; cast iron, ductile iron, or steel body, cover with stainless steel float and trim.
7. Manufacturers:
  - a. APCO Valve and Primer Corp.
  - b. Val-Matic Valve.
  - c. GA Industries.
  - d. Vent-O-Mat.
  - e. Or equal

### **Piping Between Mainline and Air Valve and Piping for Air Vent**

Galvanized steel pipe and fittings shall be in accordance with ASTM A106, Grade B seamless or ASTM A53, Grade B seamless, Schedule 80.

### **Concrete Backfill**

Concrete for constructing encasement at the double strap service saddle and access manway shall be minor concrete conforming to the provisions in Section 90, "Portland Cement Concrete, of the Standard Specifications or may be produced from commercial quality concrete containing no less than 300 kg of cement per cubic meter.

## **WORKMANSHIP**

### **Installation**

#### **A. Valves:**

1. In accordance with manufacturer's printed instructions.
2. Orient valve with easy access to operator.
3. Replace valves that drip or do not function properly.

#### **B. Service Saddle:**

1. Tap and install in accordance with manufacturer's printed instructions.
2. Use adapters for size of line being tapped.

## **TESTING**

Testing procedure shall conform to the following:

A. Air Valve:

1. Test while testing pipelines.
2. Isolation valves (Corporation stops) shall be in open position during pipeline test.

B. Corporation Stops: Test that valves open and close smoothly with operating pressure on one side and atmospheric pressure on the other.

C. Inspect combination air release valves as pipe is being filled to verify venting and seating is fully functional.

D. Verify leak-free performance during testing.

## MEASUREMENT

Combination air release valve assembly will be measured and paid for by the unit of the actual units installed in place.

## PAYMENT

The contract unit price paid for combination air release valve assembly shall include full compensation for furnishing all labor, materials (including double strap service saddle, gate valve, combination air release valve, vaults, and concrete backfill), tools, equipment, and incidentals, and for doing all the work involved in combination air release valve assembly, complete in place, including earthwork, and connecting to temporary bypass pipelines, as shown on the plans, as specified in the Standard Specifications and these special provisions and as directed by the Engineer.

### 10-1.64 BLOW OFF ASSEMBLY (NID)

This work shall consist of furnishing and installing major and minor blow off outlet assemblies for the temporary bypass pipeline and blow off assembly for the permanent irrigation pipeline of the Nevada Irrigation District pipeline system in accordance with the details shown on the plans, as specified in these special provisions and as directed by the Engineer.

The blow off assembly for the permanent irrigation pipeline shall include furnishing and installing cathodic protection system as specified in these special provisions and as directed by the Engineer.

## REFERENCES

Listed below are standards that may be referenced in this section. In addition, attention is directed to "Ductile Iron Pipe and Fittings (NID)", and "Welded Steel Pipe, Specials and Fittings (Carrier and Flume) (NID)" elsewhere in these special provisions for a list of standards which may be referenced in this section.

A. American National Standards Institute (ANSI).

B. American Society of Mechanical Engineers (ASME):

1. B16.1, Cast Iron Pipe Flanges and Flanged Fittings.
2. B16.44, Manually Operated Metallic Gas Valves for Use in Aboveground Piping Systems up to 5 PSI.

C. American Society of Sanitary Engineers (ASSE):

1. 1011, Performance Requirements for Hose Connection Vacuum Breakers.

D. American Water Works Association (AWWA):

1. C111/A21.11, Rubber-Gasket Joints for Ductile-Iron Pressure Pipe and Fittings.
2. C500, Metal-Seated Gate Valves for Water Supply Service.
3. C504, Rubber-Seated Butterfly Valves.
4. C507, Ball Valves, 6 in. Through 48 in. (150 mm Through 1200 mm).
5. C508, Swing-Check Valves for Waterworks Service, 2 in. (50 mm) through 24 in. (600 mm) NPS.
6. C509, Resilient-Seated Gate Valves for Water Supply Service.
7. C510, Double Check Valve, Backflow Prevention Assembly.
8. C511, Reduced-Pressure Principle Backflow Prevention Assembly.
9. C540, Power-Actuating Devices for Valves and Sluice Gates.
10. C550, Protective Epoxy Interior Coatings for Valves and Hydrants.
11. C606, Grooved and Shouldered Joints.
12. C800, Underground Service Line Valves and Fittings.

E. ASTM International (ASTM):

1. A276, Standard Specification for Stainless Steel Bars and Shapes.
2. A351/A351M, Standard Specification for Castings, Austenitic, Austenitic-Ferric (Duplex), for Pressure-Containing Parts.

3. A564/A564M, Standard Specification for Hot-Rolled and Cold-Finished Age-Hardening Stainless Steel Bars and Shapes.
4. B61, Standard Specification for Steam or Valve Bronze Castings.
5. B62, Standard Specification for Composition Bronze or Ounce Metal Castings.
6. B98/B98M, Standard Specification for Copper-Silicon Alloy Rod, Bar, and Shapes.
7. B127, Standard Specification for Nickel-Copper Alloy (UNS N04400) Plate, Sheet, and Strip.
8. B139, Standard Specification for Phosphor Bronze Rod, Bar and Shapes.
9. B164, Standard Specification for Nickel-Copper Alloy Rod, Bar, and Wire.
10. B194, Standard Specification for Copper-Beryllium Alloy Plate, Sheet, Strip, and Rolled Bar.
11. B584, Standard Specification for Copper Alloy Sand Castings for General Applications.
12. B843, Standard Specification for Magnesium Alloy Anodes for Cathodic Protection.
13. D429, Standard Test Methods for Rubber Property-Adhesion to Rigid Substrates.
14. D1784, Standard Specification for Rigid Poly(Vinyl Chloride) (PVC) Compounds and Chlorinated Poly(Vinyl Chloride) (CPVC) Compounds.
15. G97, Standard Test Method for Laboratory Evaluation of Magnesium Sacrificial Anode Test Specimens for Underground Applications.

F. Compressed Gas Association, Inc. (CGA):

1. 9.1, Commodity Specification for Helium.

G. CSA America, Inc. (CSA):

1. Z21.15, Manually Operated Gas Valves for Appliances, Appliance Connector Valves and Hose End Valves.

H. NSF International (NSF):

1. 61, Drinking Water System Components—Health Effects.

I. Manufacturers Standardization Society (MSS):

1. SP-80, Bronze Gate, Globe, Angle and Check Valves.
2. SP-81, Stainless Steel, Bonnetless, Flanged Knife Gate Valves.
3. SP-85, Gray Iron Globe & Angle Valves, Flanged and Threaded Ends.
4. SP-88, Diaphragm Type Valves.
5. SP-110, Ball Valves Threaded, Socket-Welding, Solder Joint, Grooved and Flared Ends

J. NACE International (NACE): RP0169, Recommended Practice for Control of External Corrosion on Underground or Submerged Metallic Piping Systems.

K. National Electrical Manufacturers Association (NEMA):

1. WC 70, Nonshielded Power Cables Rated 2000 volts or less for Distribution of Electrical Energy

L. National Fire Protection Association (NFPA): 70, National Electrical Code (NEC).

## DEFINITIONS

The following definitions of terms or pronouns in place of them, are used in these special provisions:

- A. Electrical Isolation: Condition of being electrically isolated from other metallic structures (including, but not limited to, piping, reinforcement, casings) and the environment as defined in NACE RP0169.
- B. Electrically Continuous Pipeline: Pipeline that has a linear electrical resistance equal to or less than the sum of the resistance of the pipe plus the maximum allowable bond resistance for each joint as specified in this section.
- C. Ferrous Metal Pipe: Pipe made of steel or iron, or pipe containing steel or iron as a principal structural material, except reinforced concrete pipe.
- D. Foreign-Owned: Buried pipe or cable not specifically owned or operated by owning Agency.
- E. Lead, Lead Wire, Joint Bonds, Pipe Connecting Wires, Cable: Insulated copper conductor; the same as wire.
- F. Pipe Section: A single fitting or a single piece of pipe less than 6 m (20 feet) in length. Pipe Sections between 6 and 12 meters (20 and 40 feet) in length shall be treated as two Pipe Sections. Each 6 m (20 feet) of pipe and fittings with joint bonds may be treated as one Pipe Section.

## SUBMITTALS

The Contractor shall prepare shop drawings for the blow off assemblies in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings, of the Standard Specifications and these special provisions. The Contractor shall be responsible for proper valve to flange fit up in the field and shall verify during the submittal process prior to ordering valves and flanges.

## **Piping**

See "Ductile Iron Pipe and Fittings (NID)", and "Welded Steel Pipe, Specials and Fittings (Carrier and Flume) (NID)" elsewhere in these Special provisions for shop drawings and other required submittals.

## **Valves**

Shop Drawings:

1. Product data sheets for each make and model.
2. Complete catalog information, descriptive literature, specifications, and identification of materials of construction.

Submittals: The Contractor shall submit to the Engineer the following:

1. Manufacturer's Certificate of Compliance, in accordance with Section 6-1.07, "Certificate of Compliance," of the Standard Specifications.
2. Tests and inspection data.
3. Operation and Maintenance Data.

## **Cathodic Protection**

Shop Drawings:

1. Complete catalog information, descriptive literature, specifications, and identification for products intended to be used.

Submittals: The Contractor shall submit to the Engineer the following:

1. Manufacturer's Certificate of Compliance, in accordance with Section 6-1.07, "Certificate of Compliance," of the Standard Specifications.
2. Field Test Reports
3. Qualifications of Cathodic Protection Specialist.

## **QUALITY ASSURANCE**

### **Cathodic Protection**

Qualifications for Cathodic Protection Specialist shall be NACE International certified.

## **MATERIALS**

### **MAJOR BLOW OFF OUTLET (TEMPORARY BYPASS)**

#### **200 mm Gate Valve**

Iron body, resilient seat, bronze mounted, ANSI Class 125 flanged ends, nonrising stem, in accordance with AWWA C509, design working water pressure 1380 kPa (200 psig), full port, fusion-epoxy coated inside and outside per AWWA C550, NSF Standard 61 certified.

Manufacturers and Products:

1. M&H Valve; AWWA C509.
2. U.S. Pipe; Metroseal.
3. American Flow Control; 2500 Series, Resilient Wedge Valve
4. Or equal

### **Pipe and Fittings**

Refer to the requirements specified for temporary pipe and fittings in "Ductile Iron Pipe and Fittings (NID)" elsewhere in these special provisions.

### **Pipe Anchors**

Metal straps of the size specified on the plans for pipe anchors for above ground pipes shall conform to Section 75-1.02, "Miscellaneous Iron and Steel," of the Standard Specifications.

Concrete foundation for pipe anchors and concrete blocks shall be minor concrete conforming to the provisions in Section 90, "Concrete" of the Standard Specifications.

### **Sand Bags**

Sand bags shall be between 600 mm and 800 mm in length, and between 400 mm and 500 mm in width.

Sand shall be clean and free from clay balls, organic matter, and other deleterious materials. The opening of sand filled bags shall be secured to prevent sand from escaping. Sand filled bags shall be between 13 kg and 22 kg in mass.

#### **MINOR BLOWOFF OUTLET (TEMPORARY BYPASS)**

##### **Double Strapped Service Saddle**

Double strapped service saddle materials shall conform to the requirements specified in "Combination Air Release Valve Assembly (NID)" elsewhere in these special provisions.

##### **50 mm Gate Valve**

50 mm gate valve material shall conform to the requirements specified in "Combination Air Release Valve Assembly (NID)" elsewhere in these special provisions.

##### **Galvanized Steel End Cap and Threaded Nipples**

Galvanized steel pipe and fittings in accordance with ASTM A106, Grade B seamless or ASTM A53, Grade B seamless, Schedule 80.

#### **BLOWOFF ASSEMBLY (PERMANENT PIPE LINE)**

##### **152 mm Gate Valve**

The 152 mm gate valve shall conform to the requirements specified for 200 mm gate valve in "Major Blow Off Outlet (Temporary Bypass)" of this section.

##### **60 mm Ball Valve**

Ball Valve for general water and air service shall be two-piece, standard port, NPT threaded ends, bronze body and end piece, hard chrome-plated solid bronze or brass ball, RTFE seats and packing, blowout-proof stem, adjustable packing gland, zinc-coated steel hand lever operator with vinyl grip, rated 270 kg WOG, 70 kg SWP, complies with MSS SP-110.

##### **Cast Iron Valve Box**

Cast Iron Valve Box – Cast iron valve box shall be designed for traffic loads, sliding type, with minimum of 150 mm inside diameter shaft.

Box – Box shall be cast iron with minimum depth of 225 mm.

Lid – Lid shall be cast iron with a minimum depth of 75 mm, and shall be marked IRR.

Extensions – Extensions shall be cast iron.

T-Handled Operating Wrench – 2 each galvanized operating wrenches, 1.2 meters long shall be furnished with the cast iron valve box.

At the Contractor's option, one of the following approved valve box manufacturers and products may be furnished:

1. Mueller; No. A-24610.
2. Clow No.; F-2520.
3. East Jordan Iron Works Inc.
4. Or equal

Extension Rod/Stem:

1. Mueller A-26441,
2. Trumbull Industries, Inc.,
3. The General Engineering Company, Geneco Valve Stem Extension,
4. Or equal.

##### **Ductile Iron Pipe and Fittings**

Ductile iron pipe and fittings, including pumping well shall conform to the requirements in "Ductile Iron Pipe and Fittings (NID)" for Permanent Piping elsewhere in these special provisions.

##### **Cathodic Protection Wires**

Wires: Wires shall conform to applicable requirements of NEMA WC 70.

Joint Bond:

1. Insulating flange shall not be used.
2. General: Single-conductor, stranded copper wire with 600-volt HMWPE insulation. Supply joint bonds complete with formed copper sleeve on each end of wire.
3. Push-On, Mechanical, or Flanged Joints: No. 2 AWG wires, 450 mm long.
4. Flexible Coupling Joints: No. 2 AWG wires, HMWPE insulation, 600 mm long, with two 300 mm long THHN insulated No. 12 AWG wire pigtails.

Test Station: Single-conductor, No. 12 AWG stranded copper with 600-volt TW, THWN, or THHN insulation and single-conductor, No. 8 AWG stranded copper with 600-volt TW, THWN, or THHN insulation.

Insulation Colors: Insulation colors shall be as selected by the Engineer, unless shown on the plans.

**Cathodic Protection Test Stations**

Flush Mounted Near Traffic Areas:

1. Test Box: Concrete body cast with cast iron ring, with a minimum weight of 25 kg and minimum dimensions of 200 mm inside diameter and 300 mm long. Furnish extensions as required to penetrate concrete surfaces by 100 mm minimum. Furnish with a 5.44 kg cast iron lid with letters "TS" or words "Test Station" cast into lid.
2. Terminal Block: Plastic or glass-reinforced, 6 mm thick laminate terminal board with minimum dimensions of 100 mm by 150 mm. Furnish terminal block with five Type 304 stainless steel studs, washers, and lock washers.
3. Manufacturer and Products: Brooks; Models 1RT or 3RT

**Cathodic Protection Thermite Weld Materials**

General: Thermite weld materials consist of wire sleeves, welders, and weld cartridges according to weld manufacturer's recommendations for each wire size and pipe or fitting size and material. Welding materials and equipment shall be product of a single manufacturer. Interchanging materials of different manufacturers is not acceptable.

Molds: Graphite. Ceramic "One-Shot" molds not acceptable.

Adapter Sleeves:

1. As required to match welder size to wire size.
2. Prefabricated factory sleeve joint bonds or bond wires with formed sleeves made in field are acceptable. Attach field-formed joint bond sleeves with appropriate size and type of hammer die furnished by thermite weld manufacturer.
3. Extend wire conductor 6.35 mm beyond end of sleeve

Cartridges: Cast iron thermite weld cartridges for cast and ductile iron pipe and fittings.

1. Maximum Cartridge Size: 25 grams for steel and 32 grams for cast and ductile iron materials, respectively.

Welders and Cartridges: For attaching copper wire to pipe material:

<b>Pipe Material</b>	<b>Weld Type</b>	<b>Cartridge Size, Max.</b>
No. 4 AWG Wire & Smaller:		
Steel	HA, VS, HC	25 gm
Ductile Iron	HB, VH, HE	32 gm
Cast Iron	HB, VH, HE	32 gm
No. 2 AWG Joint Bonds:		
Steel	FS	25 gm
Ductile or Cast Iron	FC	32 gm
Concrete Cylinder Pipe	HA, GR	32 gm

Welding Materials Manufacturers:

1. Erico Products Inc. (Cadweld), Cleveland, OH.
2. Continental Industries, Inc. (Thermo-Weld), Tulsa, OK.
3. Or equal

Thermite Weld Caps: Prefabricated weld cap with coating and suitable primer, such as Handy Cap II with Royston Primer 747, as manufactured by Royston Laboratories, Inc.

Coating Repair Material at Thermite Weld:

1. Use products recommended by pipe or fitting coating manufacturer to repair spot damage at thermite weld connections not covered by standard pipeline coating repair procedure or thermite weld cap.
2. Material: 100 percent solids epoxy that can cure in submerged or buried conditions.
3. Manufacturers and Products:
  - a. Carboline, St. Louis, MO; Carboguard A-788 Splash Zone Mastic.
  - b. Raven Linings, Tulsa, OK; Aquatapoxy A-7.
  - c. 3M Scotchkote Liquid Epoxy Coating 323.
  - d. Or equal

**Cathodic Protection Ancillary Materials**

Mastic Coating: TC Mastic (Brush Applied) as manufactured by Tapecoat Co., Evanston, IL.

Wire Connectors: One-piece, tin-plated crimp-on lug connector as manufactured by Burndy Co., Thomas and Betts, or equal.

Compression Connectors:

1. For in-line, tap, and multisplice, furnish "C" taps made of conductive wrought copper, sized to fit wires being spliced.
2. Manufacturer and Product: Burndy; Type "YC," or equal

Silver Brazing Alloy: 15 percent silver content, 1,185 degrees F to 1,300 degrees F melting range.

Electrical Tape:

1. Linerless rubber high-voltage splicing tape and vinyl electrical tape suitable for moist and wet environments with a 50-year life.

**Cathodic Protection Insulating Joints**

Insulating Joints: Dielectric unions, flanges, or couplings.

1. Complete assembly shall have an ANSI rating equal to or higher than that of joint and pipeline.
2. Materials shall be resistant for the intended exposure, operating temperatures, and products in the pipeline.

Flange Insulating Kits:

1. Gaskets: Gaskets shall be full-face Type E with elastomeric sealing element. Sealing element shall be retained in a groove within retainer portion of gasket.
2. Insulating Sleeves: Insulating sleeves shall be full-length mylar.
3. Insulating Washers: Insulating washers shall be high strength phenolic.
4. Steel Washers: Steel washers shall be plated, hot-rolled steel, 3 mm.
5. Manufacturers:
  - a. Pacific Seal, Inc., Burbank, CA.
  - b. Advance Products and Systems, Lafayette, LA.
  - c. Central Plastics Inc., Shawnee, OK.
  - d. Or equal

**Cathodic Protection Galvanic Anodes**

Magnesium Anodes:

1. Composition: High potential magnesium, ASTM B843, Grade M1C.
2. Open Circuit Potential and Electrochemical Capacity:
  - a. Open Circuit Potential: Negative 1.70 volts or more negative to a copper-copper sulfate reference electrode.
  - b. Electrochemical Capacity: 490 ampere hours at 50 percent efficiency, minimum.

- c. As determined by laboratory testing using ASTM G97.
3. Dimensions:
  - a. Length: 600 mm minimum.
  - b. Bare Weight: 14.5 kg minimum

Anode Wire: Furnish each anode with No. 12 AWG solid copper wire with THHN insulation, 3 meters (10 feet) long.

Wire-to-Anode Connection: Manufacturer's standard. Anode connection shall be stronger than the wire.

Backfill:

1. Composition:
  - a. Ground Hydrated Gypsum: 75 percent.
  - b. Powdered Wyoming Bentonite: 20 percent.
  - c. Anhydrous Sodium Sulfate: 5 percent.
2. Size: 100 percent passing through a 20-mesh screen and 50 percent retained by a 100-mesh screen.
3. Mixture: Thoroughly mixed and firmly packaged around galvanic anode within cloth bag by means of adequate vibration.
4. Quantity of backfill shall be sufficient to cover surfaces of anode to a depth of 25 mm (1 inch).

#### **Precast Concrete Vault**

Precast concrete vault for pumping well and blowoff valve shall be as manufactured by Brooks No. W-100-T, Hanson Pipe and Products, Utility Vault, or equal, with bolt-down cover designed for HS-20 loading, or approved equal.

#### **Aggregate Base**

Aggregate base used in the precast concrete vault shall conform to "Aggregate Base," of these special provisions, except for payment.

#### **Concrete**

Concrete pumping well and vault support, including concrete collars shall be minor concrete conforming to the provisions in Section 90, "Concrete" of the Standard Specifications.

#### **Controlled Low Strength Material (CLSM)**

Controlled low strength material used at connection points of blowoff assemblies shall conform to the requirements in "Controlled Low Strength Material" of these special provisions.

#### **Marker Post**

Marker posts utility marker with anchors shall be as manufactured by Carsonite CUM-375, Flexstake-Economy EZ Drive Series, Rhino PlastiCurve or equal. Color and decals shall be selected and approved by NID.

### **WORKMANSHIP**

#### **Examination**

See "Ductile Iron Pipe and Fittings (NID)" elsewhere in these special provisions.

#### **Preparation**

See "Ductile Iron Pipe and Fittings (NID)" elsewhere in these special provisions.

#### **Blow Off Assembly Installation**

Pipe and Fittings: See "Ductile Iron Pipe and Fittings (NID)" elsewhere in these special provisions.

Valves:

Valve Flange Ends – Flanged valve bolt holes shall straddle vertical centerline of pipe. Clean flanged faces, insert gasket and bolts, and tighten nuts progressively and uniformly.

Valve Screwed Ends – Clean threads by wire brushing or swabbing. Apply joint compound.

Valve Installation and Orientation – Install valves so handles operate from fully open to fully closed without encountering obstructions. Install valves in location for easy access for routine operation and maintenance. Install valves per manufacturer's recommendations.

Gate, Globe, and Ball Valves – Install operating stem vertical when valve is installed in horizontal runs of pipe. Locate valve to provide accessibility for control and maintenance. Install access doors in finished walls and plaster ceilings for valve access.

Extension Rod/Stem for Operator – Where the depth of the valve is such that its centerline is more than 0.9 meter below grade, furnish an operating extension stem with 50-mm operating nut to bring the operating nut to a point 150 mm below the surface of the ground and/or box cover.

### **Cathodic Protection System Installation**

Cathodic protection system installation shall conform to NFPA 70 and the following:

Galvanic Anode Installation – General:

1. Install galvanic anodes as shown on the plans.
2. Alternate anode placement on opposite sides of pipe.
3. Provide minimum anode spacing of 600 mm from other unprotected pipelines.
4. Install one anode at each blow off assembly as shown on plans.
5. Thoroughly compact earthfill around each anode to a point 300 mm above anode. Stop backfill below grade to allow for placing of topsoil, when required.
6. Bury anode wires a minimum of 600 mm below finish grade.

Pipe Joint Bonding:

1. Electrically bond ductile iron pipe joints, including fittings, and including restrained joints, except joints specified to be insulated.
2. Install one joint bond wire assemblies at each joint that requires bonding.
3. Use thermite weld process for electrical connection of wires to special pipe studs or plates provided by manufacturer, pipe outside diameters and fittings as indicated.
4. Test each bonded joint for continuity.
5. Joint bonds for cast iron soil pipe and fittings and high silicon cast iron pipe and fittings shall be in accordance with manufacturer's recommendations. Bronze wedges are not an acceptable method of achieving electrical continuity.

Wire Connections:

Thermite Weld.- Thermite weld wire connections shall conform to the following:

1. Use thermite weld method for electrical connection of copper wire to steel, ductile, and cast iron surfaces. Observe proper safety precautions, welding procedures, thermite weld material selection, and surface preparation recommended by the welder manufacturer. Assure that the pipe or fitting wall thickness is of sufficient thickness that thermite weld process will not damage integrity of pipe or fitting wall or protective lining.
2. Before connection is made, clean surface to bare metal by making a 50mm x 50 mm window in coating, and then filing or grinding surface to produce a bright metal finish. Grinding shall be with a vitrified type grinding wheel; use of resin, rubber, or shellac impregnated type grinding wheels is not acceptable. Prepared metal surface shall be dry.
3. Install wire sleeves on the ends of the wires before welding to metal surface. Perform thermite welding in strict accordance with manufacturer's written instructions. After weld connection has cooled, remove slag and physically test wire connection by tapping with a hammer; remove and replace defective connections.
4. Install prefabricated thermite weld cap over each completed connection. Repair exposed metal surfaces not covered by thermite weld cap in accordance with coating manufacturer's recommendations. Repair damage to pipe lining in accordance with lining applicator's recommendations. For thermite weld connections to pipe, apply insulating resin, then specified joint coating at each completed connection. Repair exposed metal surfaces not covered by resin or pipe coating in accordance with coating manufacturer's recommendations.
5. Make wire connections to cement mortar-coated welded steel pipe by thermite welding to shop welded steel studs or plates provided on pipe for this purpose. Clean steel studs to bright metal before thermite welding. Coat completed wire connection with cement mortar.

Silver Solder - Silver solder wire connections shall conform to the following:

1. Use for electrical connection of copper wire to thin-wall steel tubing 0.9 mm wall and less or copper or stainless steel pipe.
2. Before connection is made, flux area around connection with a suitable flux for materials being welded.

3. Weld copper sleeved wire to fluxed area with silver brazing alloy in such a manner that completed connection is free of cracks or crevices.
4. After connection is completed, remove remaining flux by wire brushing. Coat finished connections on copper pipe and steel tubing only. After solvent cleaning, SSPC-SP 1, apply one of the following:
  - a. One coat of a vinyl butyral wash primer and two coats of coal-tar mastic..
  - b. A 12-mil total thickness polyethylene backed, butyl rubber adhesive pipeline tape, spirally applied with a 55 percent overlap of succeeding wraps for a distance of 100 mm to each side of connection..
  - c. A thermite weld cap filled with coal-tar mastic and taped in place with electrical tape.

Wire Insulation Repair: Wires shall be handled with care. Splices for damage to wire insulation shall be required by spirally wrapping (50 percent overlap, minimum) with two coats of high-voltage rubber splicing tap and two layers of vinyl electrical tape. Make wire splices with suitable sized compression connectors or mechanically secure and solder with rosin cored 50/50 solder. Splices shall be approved by Engineer.

Insulated Joints: Insulated joints shall be installed as shown on the plans. Align and install insulating joints according to manufacturer's recommendations to avoid damaging insulating materials. Installation shall include, but not be limited to, wrapping insulated flange with either 50 mm or 150 mm nonconductive tape.

### **Test Station Installation**

The Contractor shall determine the exact location of test stations based on actual site conditions and as approved by Engineer.

Test wires shall be attached securely to pipe.

Wire connections to test station terminals shall be made with crimp-on spade lug terminals, except where solid wire is specified or terminal strips with tubular clamps are used.

Wire Labels: Wire labels shall be installed as follows:

1. Install on conductors in boxes.
2. Materials shall be suitable for permanent identification.
3. Plastic, paper, or cloth markers will not be permitted.
4. Position markers in boxes so they do not interfere with operation and maintenance.
5. Each pipe test wire shall include pipe diameter and pipe type, reference electrode, casing, or galvanic anode, as applicable.

### **TESTING**

Pipe and Fittings: Pipes and fittings shall be tested in accordance with the requirements specified in "Ductile Iron Pipe and Fittings (NID)" elsewhere in these special provisions.

Valves: Valves shall be tested while testing pipelines. Test that valves open and close smoothly under operating pressure conditions. Count and record number of turns to open and close resilient seated gate valves; account for any discrepancies with manufacturer's data.

Cathodic Protection System Tests and Inspection: Cathodic protection system shall be tested and inspection in accordance with the following:

- A. Provide Cathodic Protection Specialist to visit Site during installation of entire galvanic anode cathodic protection system and test stations. Cathodic Protection Specialist shall be responsible to ensure compliance with these Specifications, and for observation and testing services.
- B. Testing: After installation of cathodic protection system is complete, Cathodic Protection Specialist shall make sufficient tests throughout network of protected pipe to ensure proper installation of cathodic protection system. Upon completion of such tests, Cathodic Protection Specialist who conducted the tests shall tabulate and report the data recorded.
- C. Test Equipment: Before construction begins, obtain test equipment necessary for electrical continuity testing, and the following equipment:
  1. Model 702, Buried Insulation Checker, as manufactured by Gas Electronics Co., Seymour, MO.
  2. A Model 77 Series III, Digital Multimeter, with case and test leads, as manufactured by Fluke Corporation, Everett, WA.
  3. Two Model 6B copper-copper sulfate reference electrodes as manufactured by Tinker and Rasor, San Gabriel, CA.

4. 0.95 liter (1 quart) of copper sulfate antifreeze solution.
  5. 0.45 kg (1/2 pound) of copper sulfate crystals.
- D. Store test equipment at Site and maintain in accurately calibrated, working condition. Test equipment shall be available to Engineer for testing purposes. Upon completion of Project, test equipment listed above shall be turned over to NID in clean, accurate, and fully functional condition, along with operating manuals, test wires, and cases supplied with equipment.
- E. Electrical Continuity Testing:
1. Provide necessary equipment and materials and make electrical connections to pipe as required to test continuity of bonded joints.
  2. Conduct continuity test on buried joints that are required to be bonded. Test electrical continuity of joint bonds after bonds are installed but before backfilling of pipe.
  3. Have Cathodic Protection Specialist monitor tests of bonded joints.
  4. Test electrical continuity of completed joint bonds using either a digital low resistance ohmmeter or by Calculated Resistance Method, at Contractor's option.
  5. Digital Low Resistance Ohmmeter Method. - Provide the following equipment and materials:
    - a. One Biddle Model 247001 digital low resistance ohmmeter
    - b. One set of duplex helical current and potential hand spikes, Biddle Model No. 241001, cable length as required.
    - c. One calibration shunt rated at 0.001 ohms, 100 amperes, Biddle Model No. 249004.

Test Procedure: Measure resistance of joint bonds with low resistance ohmmeter in accordance with manufacturer's written instructions. Use helical hand spikes to contact pipe on each side of joint, without touching thermite weld or bond. Clean contact area to bright metal by filing or grinding and without surface rusting or oxidation. Record measured joint bond resistance on test form described herein. Repair damaged pipe coating.

6. Calculated Resistance Method:
 

Provide the following equipment and materials:

  - a. One dc ammeter (meter or clamp-on) with full scale reading of 100 amperes and a minimum resolution of 1 ampere or a 100-ampere shunt with a voltmeter as specified herein.
  - b. One high resistance electronic voltmeter with a dc low range of 200 millivolts full scale to a dc high range of 20 volts full scale and capable of a minimum resolution of 1 millivolt (two voltmeters are required if a shunt is used).
  - c. One knife switch, safety switch, or time controlled relay suitable for test current.
  - d. Two electrical probes for the voltmeter.
  - e. Insulated wire suitable for carrying the test current, length as required.
  - f. One dc power supply with a steady capacity of 50 amperes minimum; storage batteries are not an acceptable power supply.

Test Procedure: Either tightly clamp or thermite weld current wire connections to the pipe. Determine wire size for the test current, and do not exceed 305 meters in length.

Apply a minimum direct current of 50 amperes.

Measure voltage drop across each joint with voltmeter by contacting pipe on each side of joint. Voltmeter connections to bond wire or thermite welds will not be acceptable.

Measure current applied to test span and voltage drop across joint simultaneously.

Record measured voltage drop and current for each joint of test form described herein and calculate bond resistance in accordance with the following formula:

Where:

- R = Resistance of the joint bond.  
 E = Measured voltage drop across the joint, in volts.  
 I = Test current applied to the pipe test span, in amperes.

Joint Bond Acceptance:

Joint Bond Resistance: Less than or equal to the maximum allowable bond resistance values in Table 1.

<b>Table 1</b>		
<b>Joint Type</b>	<b>Max. Allowable Resistance</b>	
	<b>1 Bond/Joint</b>	<b>2 Bonds/Joint</b>
Push-On or Mechanical	0.000325 ohm	0.000162 ohm
Flexible Coupling	0.000425 ohm	0.000212 ohm
Concrete Cylinder	0.000250 ohm	0.000125 ohm

Replace joint bonds that exceed the allowable resistance. Retest replacement joint bonds for compliance with bond resistance.

Repair defective joint bonds discovered during energizing and testing.

Record Tests of Each Bonded Pipeline:

- a. Description and location of pipeline tested
- b. Starting location and direction of test.
- c. Date of test.
- d. Joint type.
- e. Test current and voltage drop across each joint and calculated bond resistance (Calculated Resistance Method only).
- f. Measured joint bond resistance (Digital Low Resistance Ohmmeter method only).

Insulated Joint Testing: Test each joint after assembly with the insulator tester in accordance with the manufacturer's written instructions. Cathodic Protection Specialist shall monitor the tests. Replace damaged or defective insulation parts.

All defects shall be corrected during testing.

The Contractor shall provide the Engineer with 3 days' advance notice before beginning tests.

Joint Bond Continuity Test: The joint bond continuity test shall be in accordance with the Joint Bond Continuity Test Schematic shown on the plans

## **MEASUREMENT**

Major blow off outlet assemblies will be measured and paid for by the unit as blow off assembly, major outlet (NID temporary bypass), of the actual complete assembly installed in place.

Minor blow off outlet assemblies will be measured and paid for by the unit as blow off assembly, minor outlet (NID temporary bypass), of the actual complete assembly installed in place.

Blow off assemblies for the permanent irrigation pipeline system will be measured and paid for by the unit as blow off assembly (NID pipe line), of the actual complete assembly installed in place.

## **PAYMENT**

The contract unit price paid for blow off assembly, major outlet (NID temporary bypass) shall include full compensation for furnishing all labor, materials (including valves, pipe, miscellaneous iron and steel for pipe anchors, concrete blocks and sand bags), tools, equipment, and incidentals, and for doing all the work involved in blow off assembly, major outlet (NID temporary bypass) complete in place, including earthwork, and connecting to carrier pipes and testing, as shown on the plans, as specified in the Standard Specifications and these special provisions and as directed by the Engineer.

The contract unit price paid for blow off assembly, minor outlet (NID temporary bypass) shall include full compensation for furnishing all labor, materials (including service saddles, and gate valves), tools, equipment, and incidentals, and for doing all the work involved in blow off assembly, minor outlet (NID temporary bypass) complete in place, including earthwork, connecting to carrier pipes and testing, as shown on the plans, as specified in the Standard Specifications and these special provisions and as directed by the Engineer.

The contract unit price paid for blow off assembly, (NID pipe line) shall include full compensation for furnishing all labor, materials (including ductile iron pipes and fittings, gate and blow off valves, valve box stem riser and valve box cover, anodes, concrete, valve box, aggregate base, cast iron valve box assembly, controlled low strength material, and marker post), tools, equipment, and incidentals, and for doing all the work involved in blow off assembly, (NID pipe line) complete in place, including cathodic protection system, earthwork, and connecting to carrier pipes, including testing, as shown on the plans, as specified in the Standard Specifications and these special provisions and as directed by the Engineer.

## **10-1.65 SERVICE LINE ASSEMBLY (NID)**

This work shall consist of furnishing and installing service line assemblies, including insulating flange joints, for the Nevada Irrigation District temporary bypass pipeline and permanent irrigation pipeline system in accordance with the details shown on the plans, as specified in these special provisions and as directed by the Engineer.

### **REFERENCES**

Welded Steel Pipe: Refer to "Welded Steel Pipe, Specials and Fittings (Carrier and Flume) (NID)" elsewhere in these special provisions.

Valves: Refer to "Blow Off Assembly (NID)" elsewhere in these special provisions.

### **SUBMITTALS**

Welded Steel Pipe: See Welded Steel Pipe, Specials and Fittings (Carrier and Flume) (NID)" elsewhere in these special provisions for welded steel pipe submittal requirements.

Valves: See "Blow Off Assembly (NID)" elsewhere in these special provisions for valve material submittal requirements.

### **MATERIALS**

#### **TEMPORARY BYPASS PIPELINE**

##### **50 mm and 100 mm PVC Ball Valves:**

Rated 1030 kPa at 23 degrees C, with ASTM D1784 Type I, Grade 1 polyvinyl chloride full port body, Teflon seat, Viton O-ring stem, face and carrier seals, end entry design with dual union, solvent-weld socket ends, or single union ball valve with flanged ends drilled to ASME B16.1

Manufacturers and Products:

1. Nibco
2. Chemtrol Tru-Bloc
3. ASAHI/America.
4. Duo-Bloc
5. Or equal

##### **Schedule 40 PVC Pipe and Fittings**

General – Materials in contact with potable water shall conform to NSF 61 acceptance.

Pipe – Schedule 40 PVC: Type I, Grade I or Class 12454-B conforming to ASTM D1784 and ASTM D1785. Pipe shall be manufactured with titanium dioxide for ultraviolet protection.

Threaded Nipples – Schedule 80 PVC

Fittings – Schedule 40 ASTM D2466 and ASTM D2467 for socket weld type and Schedule 80 ASTM D2464 for threaded type. Fittings shall be manufactured with titanium dioxide for ultraviolet protection.

Joints – Solvent socket weld except where connection to threaded valves and equipment may require future disassembly.

Flanges – One piece, molded hub type PVC flat face flange in accordance with Fittings above, 57 kg ASME B16.1 drilling.

Bolting – Flat Face Mating Flange and In Corrosive Areas: ASTM A193/A193M, Type 316 stainless steel Grade B8M hex head bolts and ASTM A194/A194M Grade 8M hex head nuts. With Raised Face Mating Flange: Carbon steel ASTM A307 Grade B square head bolts and ASTM A563 Grade A heavy hex head nuts.

Gaskets – Flat Face Mating Flange: Full faced 3 mm thick ethylene propylene (EPR) rubber. Raised Face Mating Flange: Flat ring 3 mm ethylene propylene (EPR) rubber, with filler gasket between outside diameter of raised face and flange outside diameter to protect the flange from bolting moment.

Solvent Cement – Socket type joints shall be made employing solvent cement that meets or exceeds the requirements of ASTM F493 and primer that meets or exceeds requirements of ASTM F656 and as recommended by pipe and fitting manufacturer.

Thread Lubricant – Teflon tape.

##### **Valve Box**

Valve boxes and cover shall conforming to the provisions in Section 20-5.03F, "Valves and Valve Boxes," of the Standard Specifications and these special provisions.

Valve boxes and covers shall be precast portland cement concrete.

### **Concrete Blocks**

Concrete blocks used for valve supports shall be either precast or cast-in-place with commercial quality portland cement concrete containing no less than 300 kg of cement per cubic meter.

### **Sand Bags (Thrust Support)**

Sand bags for thrust supports shall be between 600 mm and 800 mm in length, and between 400 mm and 500 mm in width.

Sand shall be clean and free from clay balls, organic matter, and other deleterious materials. The opening of sand filled bags shall be secured to prevent sand from escaping. Sand filled bags shall be between 13 kg and 22 kg in mass.

## **PERMANENT PIPELINE**

Fusion Bonded Epoxy Line and Coated WSP Pipe and Fittings. Refer to "Welded Steel Pipe, Specials and Fittings (Carrier and Flume) (NID)" elsewhere in these special provisions.

### **150 mm Gate Valves.**

Iron body, resilient seat, bronze mounted, ANSI Class 125 flanged ends, nonrising stem, in accordance with AWWA C509, design working water pressure 1380 kPa and full port, fusion-epoxy coated inside and outside per AWWA C550, NSF Standard 61 certified.

Manufacturers and Products:

1. M&H Valve; AWWA C509.
2. U.S. Pipe; Metroseal.
3. American Flow Control; 2500 Series, Resilient Wedge Valve
4. Or equal

### **50 mm Gate Valve**

UL Listed and FM approved, all bronze, solid resilient seated wedge disc, outside screw and yoke, screwed ends rated 175 pound WOG minimum.

### **100 mm Gate Valve**

Iron body, resilient seat, bronze mounted, ANSI Class 125 flanged ends, nonrising stem, outside screw and yoke, in accordance with AWWA C509, full port, fusion epoxy coated inside and outside per AWWA C550, NSF Standard 61 certified.

Manufacturers and Products:

1. M&H valve, AWWA C509.
2. U.S. Pipe; Metroseal.
3. American Flow Control; 2500 Series, Resilient Wedge Valve.
4. Or equal

### **Cast Iron Valve Box, Extension Rod/Stem and T-Handled Operating Wrench.**

Cast iron valve box, extension rod/stem and T-handled operating wrench shall conform to the material requirements specified in "Blow Off Assembly (NID)" elsewhere in the special provisions.

### **Concrete Blocks**

Concrete blocks for use in the service line assembly on permanent pipeline shall conform to the requirements specified under "Temporary Bypass Pipeline" in this section.

## **INSULATING JOINTS**

### **Insulating Dielectric Unions, Flange, or Unions**

Complete assembly shall have an ANSI rating equal to or higher than that of joint and pipeline.

Materials shall be resistant for the intended exposure, operating temperatures, and products in the pipeline.

### **Flange Insulating Kits**

Gaskets: Gaskets shall be full-face Type E with elastomeric sealing element. Sealing element shall be retained in a groove within retainer portion of gasket.

Insulating Sleeves: Insulating sleeves shall be full-length mylar.

Insulating Washers: Insulating washers shall be high strength phenolic.

Steel Washers: Steel washers shall be plated, hot-rolled steel, 3 mm thick.

Manufacturers:

1. Pacific Seal, Inc., Burbank, CA.
2. Advance Products and Systems, Lafayette, LA.
3. Central Plastics Inc., Shawnee, OK.
4. Or equal

### **WORKMANSHIP**

#### **Examination**

Examination of service line assemblies shall conform to the requirements specified in Welded Steel Pipe, Specials and Fittings (Carrier and Flume) (NID)" elsewhere in these special provisions.

#### **Preparation**

Preparation work for service line assemblies shall conform to the requirements specified in "Welded Steel Pipe, Specials and Fittings (Carrier and Flume) (NID)" elsewhere in these special provisions.

#### **Installation**

Pipe and Fittings – Installation of pipes and fittings for service line assemblies shall conform to the requirements specified in "Welded Steel Pipe, Specials and Fittings (Carrier and Flume) (NID)" elsewhere in these special provisions.

Valves – Installation of valves required on service line assemblies shall conform to the requirements specified in "Blow off Assembly (NID)" elsewhere in these special provisions.

Insulating Joints – Insulated joints shall be installed as shown on the plans. Align and install insulating joints according to manufacturer's recommendations to avoid damaging insulating materials. Installation shall include, but not be limited to, wrapping insulated flange with either 50 mm or 150 mm nonconductive tape.

### **TESTING**

Pipe and Fittings – Pipes and fittings installed in service line assemblies shall conform to the requirements specified in "Welded Steel Pipe, Specials and Fittings (Carrier and Flume) (NID)" elsewhere in these special provisions.

Valves – Testing of valves installed in service line assemblies shall conform to the requirements specified in "Blow off Assembly (NID)" elsewhere in these special provisions.

### **MEASUREMENT**

Service line assembly will be measured and paid for by the unit as service line assembly (NID temporary bypass) and service line assembly (NID pipe line), of the actual units installed in place.

### **PAYMENT**

The contract unit price paid for service line assembly (NID temporary bypass) and service line assembly (NID pipe line) shall include full compensation for furnishing all labor, materials (including double strap service saddle, gate valve, combination air release valve, insulating flange joints, and concrete backfill), tools, equipment, and incidentals, and for doing all the work involved in service line assembly (NID temporary bypass) and service line assembly (NID pipe line), complete in place, including earthwork, and connecting to carrier pipes, as shown on the plans, as specified in the Standard Specifications and these special provisions and as directed by the Engineer.

### **10-1.66 SLOPE PROTECTION**

Slope protection shall be placed or constructed in conformance with the provisions in Section 72, "Slope Protection," of the Standard Specifications and these special provisions.

Rock slope protection fabric shall be nonwoven type fabric, Type A or Type B, at the option of the Contractor.

### **10-1.67 MISCELLANEOUS CONCRETE CONSTRUCTION**

Minor concrete (Miscellaneous Construction) shall conform to the provisions in Section 73, "Concrete Curbs and Sidewalks," of the Standard Specifications.

#### **10-1.68 MISCELLANEOUS IRON AND STEEL**

Miscellaneous iron and steel shall conform to the provisions in Section 75, "Miscellaneous Metal," of the Standard Specifications and these special provisions.

Attention is directed to "Welding" of these special provisions.

The manhole cover for the irrigation pipeline system shall be provided with a lettering "Nevada Irrigation District" of the size and style shown on the plans. Such lettering shall be integral with the casting of the cover.

Vault doors for the Nevada Irrigation District facility vaults shall be galvanized steel double leaf designed for AASHTO H20 wheel load with reinforced composite spring tubes, heavy brass hinges, and zinc-plated/chromate sealed hardware as manufactured by Bilco, Model JD-4 H20, U.S.F. Fabrication, Model THD; Babcock-Davis; Model B-FHP, or equal. Vault doors shall not be furnished with integral door locks. Vault door handles shall have provisions for padlocking in the latched position. Padlocks will be furnished by the Nevada Irrigation District.

Access ladders for the Nevada Irrigation District vaults shall be provided with a safety post as manufactured by Bilco, O'Keeffe's, Inc., U.S. F. Fabricators, Inc., or equal. The safety post shall be designed with a telescoping tubular section that locks automatically when fully extended. Downward movement shall be controlled by a stainless steel spring balancing mechanism completely assembled with fasteners for securing to the ladder in accordance with the manufacturer's instructions.

The Contractor shall submit complete manufacturer's working drawings of the vault doors and ladder safety post to the Engineer for review in accordance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. Four sets of drawings and 2 copies of the design calculations shall be furnished to the Engineer. The Contractor shall allow the Engineer 15 working days to review the drawings and design calculations after a complete submittal has been received. If revisions are required, as determined by the Engineer, the Contractor shall revise and resubmit the drawings and calculations within 15 working days of receipt of the Engineer's comments and shall allow 15 working days for the Engineer to review the revisions. Upon the Engineer's approval of the drawings and design calculations, 4 additional sets of drawings and 2 copies of the design calculations, incorporating the required changes, shall be submitted to the Engineer.

Working drawings shall be either 280 mm x 432 mm, or 560 mm x 864 mm in size and each drawing and calculation sheet shall include the State assigned designations for the contract number and District-County-Route-Kilometer Post. The design firm's name, address, and phone number shall be shown on the working drawings. Each sheet shall be numbered in the lower right hand corner and shall contain a blank space in the upper right hand corner for future contract sheet numbers.

The gratings for the grip strut walk insert of the Nevada Irrigation District inlet and outlet structures shall be pressure-locked welded steel grating with a 30 mm x 102 mm rectangular pattern spacing. The bearing bar size of the grating shall be 51 mm x 5 mm. The cross bar size of the grating shall be 19 mm x 13 mm. The top surface of the grating shall be provided with a serrated surfacing. The grating assembly shall be galvanized after fabrication in accordance with the provisions in Section 75-1.05, "Galvanizing," of the Standard Specifications.

Manhole frame and cover assembly installed in the Nevada Irrigation District manhole facility will be measured and paid for by the unit of the actual complete unit installed in place.

#### **10-1.69 MISCELLANEOUS METAL (NID FLUME WALKWAY AND RAILING)**

Miscellaneous metal for the Nevada Irrigation District flume pedestrian walkway and railing shall conform to the provisions for miscellaneous bridge metal in Section 75, "Miscellaneous Metal," of the Standard Specifications and these special provisions.

Attention is directed to "Welding" of these special provisions.

The plank grating for the Nevada Irrigation District flume walkway shall be fabricated from a 12 gauge steel plate and shall be provided with a raised 18 mm x 48 mm 10-diamond pattern opening. The plank grating shall be 610 mm x 75 mm. The surface of the diamond opening shall be serrated. The plank assembly shall be galvanized after fabrication in accordance with the provisions in Section 75-1.05, "Galvanizing," of the Standard Specifications.

Flume pedestrian walkway and railing for the Nevada Irrigation District flume facility will be measured and paid for by the kilogram as miscellaneous metal (NID flume walkway and railing).

#### **10-1.70 TYPE BW FENCE**

Type BW fence shall conform to the provisions in Section 80, "Fences," of the Standard Specifications and these special provisions.

The fence material shall be fastened to metal posts. Metal posts shall be painted a green color.

#### **10-1.71 MARKERS AND DELINEATORS**

Markers and delineators shall conform to the provisions in Section 82, "Markers and Delineators," of the Standard Specifications and these special provisions.

Markers and delineators on flexible posts shall conform to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. Flexible posts shall be made from a flexible white plastic which shall be resistant to impact, ultraviolet light, ozone, and hydrocarbons. Flexible posts shall resist stiffening with age and shall be free of burns, discoloration, contamination, and other objectionable marks or defects which affect appearance or serviceability.

Retroreflective sheeting for metal and flexible target plates shall be the retroreflective sheeting designated for channelizers, markers, and delineators conforming to the requirements in ASTM Designation: D 4956-95 and in conformance with the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

Concrete barrier delineators (400 mm) shall be as specified in "Prequalified and Tested Signing and Delineation Materials," elsewhere in these special provisions. The concrete barrier delineators (400 mm) shall be cemented to the median barrier with rapid set type epoxy adhesive as provided for cementing pavement markers to pavement in Section 85-1.06, "Placement" of the Standard Specifications. Rapid set type epoxy adhesive shall conform to the requirements in Section 95-2.04 "Rapid Set Epoxy Adhesive for Pavement Markers" of the Standard Specifications. Concrete barrier delineators (400 mm) shall be applied only on clean dry surfaces.

Quantities of concrete barrier delineator (400 mm) to be paid for will be determined as units from actual count in place.

The contract unit price paid for concrete barrier delineator (400 mm) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in installing concrete barrier delineator (400 mm), complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

#### **10-1.72 METAL BEAM GUARD RAILING**

Metal beam guard railing shall be constructed in conformance with the provisions in Section 83-1, "Railings," of the Standard Specifications and these special provisions.

Attention is directed to "Order of Work" of these special provisions.

Line posts shall be wood. Blocks shall be wood.

#### **10-1.73 METAL BRIDGE RAILING**

Metal railing shall conform to the provisions in Section 83-1, "Railings," of the Standard Specifications.

#### **10-1.74 CABLE RAILING**

Cable railing shall conform to the provisions in Section 83-1, "Railings," of the Standard Specifications.

#### **10-1.75 TRANSITION RAILING (TYPE WB)**

Transition railing (Type WB) shall be furnished and installed in conformance with details shown on the plans, the provisions in Section 83-2, "Barriers," of the Standard Specifications and these special provisions.

The 10-gage rail elements shall conform to the requirements of Class B, Type 1 three beam guard railing as shown in AASHTO Designation: M 180. End caps shall conform to the requirements of Class A, Type 1 three beam guard railing as shown in AASHTO Designation: M 180.

Surplus excavated material remaining after the transitional railing (Type WB) has been constructed shall be disposed of in a uniform manner along the adjacent roadway where designated by the Engineer.

The contract unit price paid for transition railing (Type WB) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in furnishing and installing transition railing (Type WB), complete in place, including drilling holes for wood posts, driving posts, backfill, and disposal of surplus material, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

#### **ALTERNATIVE FLARED TERMINAL SYSTEM**

Alternative flared terminal system shall be furnished and installed as shown on the plans and in conformance with these special provisions.

The allowable alternatives for a flared terminal system shall consist of one of the following or a Department approved equal.

- (1) TERMINAL SYSTEM (TYPE FLEAT) - Terminal system (Type FLEAT) shall be a Flared Energy Absorbing Terminal 350 manufactured by Road Systems, Inc., located in Big Spring, Texas, and shall include items detailed for terminal system (Type FLEAT) shown on the plans. The Flared Energy Absorbing Terminal 350 can be obtained from the distributor, Universal Industrial Sales, P.O. Box 699, Pleasant Grove, UT 84062, Telephone (801) 785-0505 or from the distributor, Gregory Highway Products, 4100 13<sup>th</sup> Street, S.W., Canton, OH 44708, Telephone (330) 477-4800.

- (2) **TERMINAL SYSTEM (TYPE SRT)** - Terminal system (Type SRT) shall be an SRT-350 Slotted Rail Terminal (8-post system) as manufactured by Trinity Industries, Inc., and shall include items detailed for terminal system (Type SRT) shown on the plans. The SRT-350 Slotted Rail Terminal (8-post system) can be obtained from the manufacturer, Trinity Industries, Inc., P.O. Box 99, 950 West 400S, Centerville, UT 84014, Telephone (800) 772-7976.

The Contractor shall provide the Engineer with a Certificate of Compliance from the manufacturer in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications. The Certificate of Compliance shall certify that the terminal systems furnished conform to the contract plans and specifications, conform to the prequalified design and material requirements, and were manufactured in conformance with the approved quality control program.

Terminal systems shall be installed in conformance with the manufacturer's installation instructions and these requirements. Each terminal system installed shall be identified by painting the type of terminal system in neat black letters and figures 60 mm high on the backside of the rail element between system posts numbers 4 and 5.

For terminal system (Type SRT), the steel foundation tubes with soil plates attached shall be, at the Contractor's option, either driven, with or without pilot holes, or placed in drilled holes. Space around the steel foundation tubes shall be backfilled with selected earth, free of rock, placed in layers approximately 100 mm thick and each layer shall be moistened and thoroughly compacted. The wood terminal posts shall be inserted into the steel foundation tubes by hand and shall not be driven. Before the wood terminal posts are inserted, the inside surfaces of the steel foundation tubes to receive the wood posts shall be coated with a grease which will not melt or run at a temperature of 65°C or less. The edges of the wood terminal posts may be slightly rounded to facilitate insertion of the post into the steel foundation tubes.

For terminal system (Type FLEAT), the soil tubes shall be, at the Contractor's option, driven with or without pilot holes, or placed in drilled holes. Space around the steel foundation tubes shall be backfilled with selected earth, free of rock, placed in layers approximately 100 mm thick and each layer shall be moistened and thoroughly compacted. Wood posts shall be inserted into the steel foundation tubes by hand. Before the wood terminal posts are inserted, the inside surfaces of the steel foundation tubes to receive the wood posts shall be coated with a grease which will not melt or run at a temperature of 65°C or less. The edges of the wood posts may be slightly rounded to facilitate insertion of the post into the steel foundation tubes.

Surplus excavated material remaining after the terminal system has been installed shall be disposed of in a uniform manner along the adjacent roadway where designated by the Engineer.

The contract unit price paid for alternative flared terminal system shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in furnishing and installing alternative flared terminal system, complete in place, including excavation, backfill and disposal of surplus material, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

#### **10-1.76 CONCRETE BARRIER**

Concrete barriers shall conform to the provisions in Section 83-2, "Barriers," of the Standard Specifications and these special provisions.

Concrete for use in concrete barriers shall contain not less than 400 kg of cementitious material per cubic meter and shall be air-entrained concrete in conformance with the provisions in "Materials" of these special provisions.

Bar reinforcing steel for use in concrete barriers shall conform to the provisions in Section 52-1.02B, "Epoxy-coated Reinforcement," of the Standard Specifications.

Concrete barriers on bridges or walls shall be cured in conformance with the provisions in Section 90-7.01A, "Water Method," of the Standard Specifications.

After completion of cure and surface finishing, the top surfaces and surfaces on the traffic side of concrete barriers on bridges or walls shall be sealed with a concrete sealant in conformance with the following:

- A. The concrete sealant shall be a product designed to seal concrete against moisture. The sealant shall be 40 percent, minimum, organosilane solution, diluted in a suitable solvent, and shall consist of alkyltrimethoxysilanes with alkyl groups of i-butyl, i-octyl, n-octyl, singularly or in combination. The sealant shall be tinted with a fugitive dye so that the surface of the member remains colored, for a minimum of 4 hours and a maximum of 7 days, after application of the sealant.
- B. The sealant shall seal the surfaces of the member so that 5 days after application of the sealant, there shall be no change in the appearance of the surface when sprayed with water.
- C. Barrier surfaces shall be dry for a minimum of 48 hours prior to applying the sealant.
- D. Each shipment of concrete sealant shall be accompanied by the manufacturer's recommendations for application and a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications.
- E. Unless otherwise specified, the sealant shall be applied in conformance with the manufacturer's recommendations.

- F. The sealant shall be applied when the atmospheric temperature is between 5°C and 38°C and the wind velocity is less than 2.25 m/s. The sealant shall be applied at a coverage rate of approximately 3.0 m<sup>2</sup>/L, using an airless sprayer with a maximum pressure of 140 kPa. The sprayer shall be equipped with a calibrated pressure gauge showing the pressure during the spraying operation.
- G. Subject to written approval of the Engineer, the Contractor may provide suitable enclosures to permit sealing of the members during inclement weather and may use rollers to apply the sealant for small areas.
- H. Twenty-four hours after application of the concrete sealant, the Contractor shall apply a fine water spray using water in conformance with the provisions in Section 90-2.03, "Water," of the Standard Specifications. The spray shall be applied uniformly to the surfaces of the member until they are completely wet. There shall not be excessive runoff of water resulting from the spraying operation.
- I. Five days after the sealant application, the Contractor shall spray surfaces of the member, in areas designated by the Engineer, with a water spray to verify sealant coverage. Surfaces that lack sufficient sealant coverage shall be sealed again, in conformance with the provisions specified herein.

Full compensation for epoxy-coated bar reinforcement and sealing concrete barrier surfaces shall be considered as included in the contract price paid per meter for concrete barrier of the type or types listed in the Engineer's Estimate and no separate payment will be made therefor.

Concrete barrier (Type 732A) will be measured and paid for as concrete barrier (Type 732).

**10-1.77 THERMOPLASTIC TRAFFIC STRIPE AND PAVEMENT MARKING**

Thermoplastic traffic stripes (traffic lines) and pavement markings shall be applied in conformance with the provisions in Section 84, "Traffic Stripes and Pavement Markings," of the Standard Specifications and these special provisions.

Thermoplastic material shall be free of lead and chromium, and shall conform to the requirements in State Specification PTH-02ALKYD.

Retroreflectivity of the thermoplastic traffic stripes and pavement markings shall conform to the requirements in ASTM Designation: D 6359-99. White thermoplastic traffic stripes and pavement markings shall have a minimum initial retroreflectivity of 250 mcd•m<sup>-2</sup>•lx<sup>-1</sup>. Yellow thermoplastic traffic stripes and pavement markings shall have a minimum initial retroreflectivity of 150 mcd•m<sup>-2</sup>•lx<sup>-1</sup>.

Where striping joins existing striping, as shown on the plans, the Contractor shall begin and end the transition from the existing striping pattern into or from the new striping pattern a sufficient distance to ensure continuity of the striping pattern.

Thermoplastic traffic stripes shall be applied at the minimum thickness and application rate as specified below. The minimum application rate is based on a solid stripe of 100 mm in width.

Minimum Stripe Thickness (mm)	Minimum Application Rate (kg/m)
2.5	0.5

Thermoplastic traffic stripes and pavement markings shall be free of runs, bubbles, craters, drag marks, stretch marks, and debris.

At the option of the Contractor, permanent traffic striping and pavement marking tape conforming to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions may be placed instead of the thermoplastic traffic stripes and pavement markings specified herein. Permanent tape, if used, shall be installed in conformance with the manufacturer's specifications.

If permanent tape is placed instead of thermoplastic traffic stripes and pavement markings, the tape will be measured and paid for by the meter as thermoplastic traffic stripe and by the square meter as thermoplastic pavement marking.

**10-1.78 THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)**

Sprayable thermoplastic traffic stripes (traffic lines) shall be applied in conformance with the provisions in Section 84, "Traffic Stripes and Pavement Markings," of the Standard Specifications and these special provisions.

Sprayable thermoplastic material shall be free of lead and chromium, and shall conform to the requirements in State Specification No. PTH-02SPRAY.

Retroreflectivity of the sprayable traffic stripes shall conform to the requirements in ASTM Designation: D 6359-99. White sprayable thermoplastic traffic stripes shall have a minimum initial retroreflectivity of 250 mcd•m<sup>-2</sup>•lx<sup>-1</sup>. Yellow sprayable thermoplastic traffic stripes shall have a minimum initial retroreflectivity of 150 mcd•m<sup>-2</sup>•lx<sup>-1</sup>.

At the option of the Contractor, permanent traffic striping and pavement marking tape conforming to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions may be placed instead of the sprayable thermoplastic traffic stripes. Permanent tape, if used, shall be installed in conformance with the manufacturer's specifications.

Where striping joins existing striping, as shown on the plans, the Contractor shall begin and end the transition from the existing striping pattern into or from the new striping pattern a sufficient distance to ensure continuity of the striping pattern.

Sprayable thermoplastic material shall be applied to the pavement at a minimum thickness of one millimeter and a minimum rate of 0.2-kg/m. The minimum application rate is based on a solid stripe of 100 mm in width.

Sprayable thermoplastic material shall be applied to the pavement at a temperature between 177°C and 205°C, unless a different temperature is recommended by the manufacturer.

Sprayable thermoplastic traffic stripes shall be free of runs, bubbles, craters, drag marks, stretch marks, and debris.

If permanent tape is placed instead of sprayable thermoplastic traffic stripes, the tape will be measured and paid for by the meter as thermoplastic traffic stripe (sprayable).

Sprayable thermoplastic traffic stripes will be measured by the meter along the line of the traffic stripes, without deductions for gaps in broken traffic stripes. A double traffic stripe, consisting of two 100-mm wide yellow stripes, will be measured as one traffic stripe.

The contract price paid per meter for thermoplastic traffic stripe (sprayable) shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in applying sprayable thermoplastic traffic stripes (regardless of the number, widths, and patterns of individual stripes involved in each traffic stripe) including establishing alignment for stripes, and layout work, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

#### **10-1.79 PAINT TRAFFIC STRIPE AND PAVEMENT MARKING**

Painted traffic stripes (traffic lines) and pavement markings shall be applied in conformance with the provisions in Section 84, "Traffic Stripes and Pavement Markings," of the Standard Specifications and these special provisions.

Traffic stripe and pavement marking paint shall conform to the requirements in State Specification No. PTWB-01.

The color of the painted traffic stripes and pavement markings shall conform to the requirements in ASTM Designation: D 6628-01.

Retroreflectivity of the paint traffic stripes and pavement markings shall conform to the requirements in ASTM Designation: D 6359-99. White painted traffic stripes and pavement markings shall have a minimum initial retroreflectivity of  $250 \text{ mcd}\cdot\text{m}^{-2}\cdot\text{lx}^{-1}$ . Yellow painted traffic stripes and pavement markings shall have a minimum initial retroreflectivity of  $150 \text{ mcd}\cdot\text{m}^{-2}\cdot\text{lx}^{-1}$ .

At the option of the Contractor, permanent traffic striping and pavement marking tape conforming to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions may be placed instead of painted traffic stripes and pavement markings. Permanent tape, if used, shall be placed in conformance with the manufacturer's specifications.

If permanent tape is placed instead of painted traffic stripes and pavement markings, the tape will be measured and paid for by the meter as paint traffic stripe and by the square meter as paint pavement marking of the number of coats designated in the Engineer's Estimate.

#### **10-1.80 PAVEMENT MARKERS**

Pavement markers shall be placed in conformance with the provisions in Section 85, "Pavement Markers," of the Standard Specifications and these special provisions.

Attention is directed to "Traffic Control System For Lane Closure" of these special provisions regarding the use of moving lane closures during placement of pavement markers with bituminous adhesive.

The Contractor shall furnish the Engineer certificates of compliance for the pavement markers in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications.

Retroreflective pavement markers shall be marked as abrasion resistant on the body of the markers.

### **SECTION 11. MODIFIED STANDARD SPECIFICATION SECTIONS**

#### **SECTION 11-1. QUALITY CONTROL / QUALITY ASSURANCE**

Asphalt concrete shall conform to the provisions in this Section 11-1, "Quality Control / Quality Assurance," and the section entitled "Asphalt Concrete" in Section 10-1, "General," of these special provisions. Section 39, "Asphalt Concrete," of the Standard Specifications shall not apply to Type A and Type B asphalt concrete.

## **SECTION 39: ASPHALT CONCRETE**

### **39-1 GENERAL**

#### **39-1.01 DESCRIPTION**

This work shall consist of furnishing and mixing aggregate and asphalt binder at a central mixing plant, transporting, spreading and compacting the mixture, and furnishing and placing pavement reinforcing fabric, in conformance with this Section 11-1, "Quality Control / Quality Assurance," and with "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

The Contractor shall be responsible for controlling the quality of the asphalt concrete product entering the work, including aggregate, asphalt binder, additives, and asphalt concrete mixture; for controlling the quality of the work performed, including mix design, and mixing, transporting, spreading, and compacting the asphalt concrete; for controlling the quality of the finished roadway surface; and for developing, implementing, and maintaining a quality control program. The Contractor shall be responsible for the inspection, sampling, and testing required to control the quality of the asphalt concrete and the work performed.

The inspection, sampling, and testing required to control the quality of the workmanship and the asphalt concrete shall conform to this Section 11-1. Sampling shall be in conformance with the requirements of this Section 11-1 and with California Test 125. Testing shall be performed using California Tests unless otherwise directed by the Engineer or this Section 11-1.

Asphalt concrete is designated as Type A or Type B. The type of asphalt concrete will be shown on the plans or specified in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

### **39-2 MATERIALS**

#### **39-2.01 ASPHALTS**

Asphalt binder to be mixed with aggregate shall be steam-refined paving asphalt conforming to the provisions in Section 92, "Asphalts," of the Standard Specifications. The grade of asphalt binder shall be designated in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

Liquid asphalt for prime coat shall conform to the provisions in Section 93, "Liquid Asphalts," of the Standard Specifications and shall be the grade designated by the contract item or conform to the provisions in "Asphalt Concrete," in Section 10-1, "General," of these special provisions.

Asphalt emulsion for paint binder (tack coat) shall conform to the provisions in Section 94, "Asphaltic Emulsions," of the Standard Specifications for the rapid-setting or slow-setting type and grade approved by the Engineer.

Paving asphalt to be used as a binder for pavement reinforcing fabric shall be a steam-refined paving asphalt conforming to the provisions in Section 92, "Asphalts," of the Standard Specifications, and shall be Grade PG 70-10, unless otherwise ordered by the Engineer or designated in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

#### **39-2.02 AGGREGATE**

Aggregate and combined aggregate shall conform to the quality and gradation provisions in this Section 11-1, "Quality Control / Quality Assurance," for the asphalt concrete types and sizes conforming to the provisions in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

Aggregates shall be clean and free from decomposed or organic materials and other deleterious substances. Coarse aggregate is material retained on the 4.75-mm sieve, fine aggregate is material passing the 4.75-mm sieve, and supplemental fine aggregate is added fine material passing the 600- $\mu$ m sieve, including, but not limited to, cement and stored fines from dust collectors.

The target value for the percent passing each designated sieve size for the aggregate blend used in the proposed asphalt concrete mix design shall fall within the "Target Value Limits" of the following table:

Table 39-1 - AGGREGATE GRADATION  
Type A and Type B Asphalt Concrete  
Percentage Passing

19-mm Maximum, Coarse		19-mm Maximum, Medium	
Sieve Sizes	Target Value Limits	Sieve Sizes	Target Value Limits
25-mm	100	25-mm	100
19-mm	90-100	19-mm	90-100
9.5-mm	60-75	9.5-mm	65-80
4.75-mm	45-50	4.75-mm	49-54
2.36-mm	32-36	2.36-mm	36-40
600- $\mu$ m	15-18	600- $\mu$ m	18-21
75- $\mu$ m	3-7	75- $\mu$ m	3-8

12.5-mm Maximum, Coarse		12.5-mm Maximum, Medium	
Sieve Sizes	Target Value Limits	Sieve Sizes	Target Value Limits
19-mm	100	19-mm	100
12.5-mm	95-100	12.5-mm	95-100
9.5-mm	75-90	9.5-mm	80-95
4.75-mm	55-61	4.75-mm	59-66
2.36-mm	40-45	2.36-mm	43-49
600- $\mu$ m	20-25	600- $\mu$ m	22-27
75- $\mu$ m	3-7	75- $\mu$ m	3-8

During asphalt concrete production, aggregate gradation shall be within the limits specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. Conformance with the grading requirements shall be determined by California Test 202, modified by California Test 105, when there is a difference in specific gravity of 0.2 or more between the coarse and fine portions of the aggregate or between the blends of the different aggregates. The percent passing the 75- $\mu$ m sieve shall be reported to the first decimal place (tenths).

The combined aggregate shall conform to the following quality requirements prior to the addition of the asphalt binder:

Table 39-2 - AGGREGATE QUALITY REQUIREMENTS

Quality	California Test	Asphalt Concrete	
		Type A	Type B
Percent of Crushed Particles Coarse Aggregate (Min.) Fine Aggregate (Passing 4.75-mm, Retained on 2.36-mm) (Min.)	205	90% 70%	25% 20%
Los Angeles Rattler Loss at 100 Rev. (Max.) Loss at 500 Rev. (Max.)	211	12% 45%	50%
Sand Equivalent (Min.) <sup>1</sup>	217	47	42
Kc Factor (Max.)	303	1.7	1.7
Kf Factor (Max.)	303	1.7	1.7

Note:

1. Reported value shall be the average of 3 tests split from a single sample.

### 39-2.03 ASPHALT CONCRETE MIXTURE

The asphalt concrete mixture, composed of the proposed aggregate blend and the proposed asphalt binder content as determined by California Test 367, shall conform to the following requirements:

Table 39-3 - ASPHALT CONCRETE MIXTURE REQUIREMENTS

Design Parameters	California Test	Asphalt Concrete Type and Location			
		Coast and Valley		Desert (per Engineer)	
		Type A	Type B	Type A	Type B
Hveem Stabilometer Value (Min.)	367 <sup>1,2</sup>	37	35	37	35
Percent air voids (Mix Design) (Start-Up Production Evaluation)	367 <sup>1</sup>	3-5 <sup>3</sup>	3-5 <sup>3</sup>	4-6 <sup>4</sup>	4-6 <sup>4</sup>
Swell <sup>5</sup> (mm) (Max)	305	0.76	0.76	0.76	0.76

Notes:

1. Reported value shall be the average of 3 tests from a single split sample.
2. If the range of stability for the 3 briquettes is more than 12 points, the briquettes shall be discarded and new samples shall be fabricated.
3. Modify California Test 367, paragraph C5, to "most nearly 4%."
4. Modify California Test 367, paragraph C5, to "most nearly 5%."
5. Measured at Mix Design only.

During production and placement, the asphalt concrete mixture shall conform to the requirements of Table 39-4, "Minimum Process Control Requirements," and Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. Changes in cold feed or hot bin proportions to conform to the aggregate grading requirements shall not be considered changes in the mix design.

Whenever asphalt concrete production has been suspended for longer than 30 days, the Contractor, on the first day of resumption of production, shall sample and test the asphalt concrete to demonstrate conformance with the requirements of Table 39-3, "Asphalt Concrete Mixture Requirements," Table 39-4, "Minimum Process Control Requirements," and Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1.

The target value for asphalt content may be changed by as much as  $\pm 0.2$  percent during the production start-up evaluation specified in Section 39-10.02A, "Production Start-Up Evaluation," of this Section 11-1 or after production start-up evaluation and before the first day of regular production with the Engineer's approval. The Contractor shall demonstrate that asphalt concrete that has been produced through the plant using the modified target value for asphalt content is in conformance with this Section 11-1 by submitting test results for samples obtained from the first 500 tonnes of production. Stability and percent air voids shall be determined using 3 briquettes constructed from a single sample taken from 4 locations across the mat in conformance with the requirements of California Test 125.

Changes from one mix design to another shall not be made during the progress of the work, unless approved by the Engineer. Changes in asphalt content, other than those allowed during the start-up evaluation process, or in aggregate grading target values shall be considered to be a change in the asphalt concrete mixture and shall require a new mix design proposal. Changes in the asphalt content or aggregate grading target values approved by the Engineer will not be applied retroactively for acceptance or payment.

#### 39-2.04 PAVEMENT REINFORCING FABRIC

Pavement reinforcing fabric shall conform to the provisions in Section 88, "Engineering Fabrics," of the Standard Specifications and these special provisions.

### 39-3 ASPHALT CONCRETE MIX DESIGN PROPOSAL AND REVIEW

#### 39-3.01 CONTRACTOR MIX DESIGN PROPOSAL

The Contractor shall submit for the Engineer's review a proposed asphalt concrete mix design for each asphalt concrete mixture to be used at least 14 days prior to production of that asphalt concrete mixture. The asphalt concrete mix design shall be prepared by a laboratory (or laboratories) whose proficiency has been reviewed and qualified in conformance with the Department's Quality Assurance Program. Aggregate quality and asphalt concrete mix design test results shall be no more than one year old when production of the asphalt concrete mixture starts. For projects of more than one year's duration, asphalt concrete may be produced using the asphalt concrete mix design that was reviewed and accepted at the start of the project provided the asphalt concrete mixture continues to conform to the provisions of this Section 11-1, "Quality Control / Quality Assurance."

The Contractor shall submit a mix design letter that indicates the target values proposed for gradation, asphalt content, and percent air voids. This submittal shall include test results for aggregate and asphalt mixture quality; plots of the combined gradings showing the production tolerances; plots of unit weight, stability, and percent air voids versus asphalt content for the asphalt contents considered in the design process. In addition, this submittal shall include test results for

stability, percent air voids, and swell for 3 briquettes constructed using the submitted aggregate and asphalt blended at the proposed target values for each asphalt concrete mixture to be used.

The Contractor shall submit the following for each asphalt concrete mixture proposed:

A. Aggregate and mineral filler:

1. Target values for percent passing each sieve size for the aggregate blend;
2. Results of tests for aggregate quality requirements;
3. Source of each aggregate to be used including producer, location, and California Mine Identification number;
4. Percentage of each aggregate stockpile, cold feed or hot bin to be used;
5. Gradation of each aggregate stockpile, cold feed or hot bin to be used; and
6. Samples that are representative of the aggregate to be used. Minimum sample sizes shall be as follows:

60 kg of each coarse aggregate;
40 kg of each fine aggregate; and
5 kg of each supplemental fine aggregate.

B. Asphalt binder:

1. Asphalt binder source and target value;
2. Four one-liter samples of the asphalt binder;
3. Results of the asphalt binder quality tests conforming to the provisions in Section 92, "Asphalts," of the Standard Specifications; and
4. Material Safety Data Sheets.

C. Antistrip additives, when applicable:

1. A 5-kg sample of the dry additive or a one-liter sample of the liquid antistrip additive, including name of product, manufacturer, manufacturer's designation and proposed rate, location, and method of addition; and
2. Material Safety Data Sheets.

The proposed asphalt concrete mix design submittal will be considered complete only when the mix design letter, test results, plots, and samples have been received by the Engineer.

**39-3.02 ENGINEER REVIEW OF ASPHALT CONCRETE MIX DESIGN**

The Engineer will review the proposed aggregate and asphalt concrete mixture for conformance with this Section 11-1, "Quality Control / Quality Assurance." The proposed asphalt concrete mixture will be reviewed at the proposed target values for aggregate grading and asphalt content. The Engineer will have 14 days to review each submittal of a proposed mix design. Production of asphalt concrete shall not begin until written notification has been received from the Engineer that the aggregates and proposed mix design meet the quality requirements of this Section 11-1.

The Engineer will reject a proposed asphalt concrete mixture that, during review, fails to meet the quality requirements of Table 39-2, "Aggregate Quality Requirements," and Table 39-3, "Asphalt Concrete Mixture Requirements," of this Section 11-1. The Contractor shall resubmit a mix design letter providing new test results, plots, and material samples.

Disagreements in mix design review shall be resolved in conformance with Section 39-6, "Dispute Resolution," of this Section 11-1. The Contractor shall use a mix design on the project only after the Engineer concurs that the aggregate and asphalt concrete represented by the proposed mix design conforms to the provisions of this Section 11-1.

The Engineer will review one proposed asphalt concrete mix design for each asphalt concrete type and aggregate size from each plant proposed for use on this project at the State's expense. Costs for additional reviews due to failure to conform to the quality requirements of this Section 11-1 and for reviewing other proposed asphalt concrete mix designs will be deducted from moneys due or to become due the Contractor. The cost for each review will be \$1,500. Costs for reviewing changes in a mix design that are initiated by the Engineer will be waived. Contractor's retesting due to errors in the Engineer's testing will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications. Costs for reviewing mix designs not used in this project will be deducted from moneys due or to become due the Contractor.

**39-4 CONTRACTOR QUALITY CONTROL**

**39-4.01 GENERAL**

The Contractor shall be responsible for the quality of the asphalt concrete entering into the work and of the work performed. In addition, the Contractor shall be responsible for the quality of asphalt concrete or ingredients procured from

subcontractors or vendors. A quality control system shall be established, maintained, and modified, if needed, that will provide assurance that materials and completed work conform to contract requirements.

At least 14 days prior to the start of production of asphalt concrete, the Contractor shall submit a written Quality Control Plan. At the request of the Engineer or the Contractor, the Contractor shall discuss the Quality Control Plan with the Engineer.

#### **39-4.02 QUALITY CONTROL PLAN**

The Quality Control Plan shall describe the organization and procedures that will be used to administer the quality control system including the procedures used to control the production process, the procedures used to determine when changes to the production process are needed, and the procedures proposed to be used to implement the required changes. The Quality Control Plan shall meet the minimum standards set forth in the Department's "Manual for Quality Control and Quality Assurance for Asphalt Concrete," available as specified in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

Asphalt concrete production and placement shall not begin until the Quality Control Plan has been approved by the Engineer. Approval of the Quality Control Plan does not imply a warranty by the Engineer that adherence to the plan will result in production of asphalt concrete that complies with this Section 11-1. It shall remain the responsibility of the Contractor to demonstrate such compliance.

The Quality Control Plan shall include the name and qualifications of a Quality Control Manager. The Quality Control Manager shall be responsible for the administration of the Quality Control Plan, including compliance with the plan and plan modifications. The Quality Control Manager shall be responsible to the Contractor, shall have the authority to make decisions concerning quality of the work or product, and shall be available to the project within less than 3 hours during paving. Except in cases of emergency and with the approval of the Engineer, the Quality Control Manager cannot be a foreman, member of the production or paving crew, an inspector or tester on this project during pavement production and placement.

The Quality Control Plan shall identify personnel, equipment and documentation required for a complete inspection, sampling and testing program. The Quality Control Plan shall include, but not be limited to, a list of inspectors, samplers and testers, their duties, their certifications if required, and their experience if no certification is required. It shall also list the name and location of laboratories that shall be providing information to the Engineer, the testers who conducted the tests and their certifications and the name of the Laboratory Quality Control Manager responsible for oversight of the testing program. It shall also show examples of the test result forms (if different from those in the Department's "Manual for Quality Control and Quality Assurance for Asphalt Concrete"), the roadway and plant inspection forms, the Quality Control Manager's daily summary form, and the compliance charts. It shall include the method by which random sampling shall be determined, a list of the testing and sampling equipment to be used and the current calibration dates and calibration charts, and copies of nuclear gauge licenses.

The Quality Control Plan shall include the name and certification of a testing consultant to be an Independent Third Party in dispute resolution. By mutual agreement during dispute resolution, the Independent Third Party may be a District Independent Assurance Sampler and Tester, the testing consultant or both. The proficiency of the testing consultant shall be reviewed and certified in conformance with the requirements of the Department's Quality Assurance Program before the test consultant participates in dispute resolution. Attention is directed to Section 39-6, "Dispute Resolution," of this Section 11-1.

The Quality Control Plan may be modified as work progresses. A supplement shall be submitted whenever there are changes to quality control procedures or personnel. Asphalt concrete production and placement shall not resume or continue until revisions to the Quality Control Plan or quality control personnel have been approved by the Engineer.

#### **39-4.03 CONTRACTOR QUALITY CONTROL INSPECTION, SAMPLING, AND TESTING**

The Contractor shall perform process and quality control sampling and testing, provide inspection, and exercise management control to ensure that asphalt concrete production and placement conforms to the provisions of this Section 11-1. Staffing for process and quality control shall meet the minimum requirements outlined in the Department's "Manual for Quality Control and Quality Assurance for Asphalt Concrete."

Process and quality control, sampling, testing, and inspection shall be provided during the asphalt concrete work. Sampling, testing, and inspection shall be performed at a rate sufficient to ensure that asphalt concrete conforms to the provisions of this Section 11-1.

A roadway inspector shall be provided while asphalt concrete paving operations are in progress. The roadway inspector shall ensure that asphalt concrete placement conforms to industry standards and to the spreading, compacting, and finishing requirements of this Section 11-1, "Quality Control / Quality Assurance." Plant inspection shall be performed as necessary to maintain control of the asphalt concrete production.

Minimum sampling and testing requirements for process and quality control are specified in Table 39-4, "Minimum Process Control Requirements," and Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. Sampling shall be statistically based and random.

During production start-up evaluation, the Contractor shall sample and test in conformance with the provisions in Section 39-10.02A, "Production Start-Up Evaluation," of this Section 11-1.

A testing laboratory and personnel shall be provided for the performance of process and quality control testing. The Engineer shall have unrestricted access to mix design, sampling, and testing.

The proficiency of testing laboratories and sampling and testing personnel shall be reviewed, qualified, and certified by the Department's Independent Assurance Sampler and Tester before providing services to the project. Inspectors shall meet the standards set forth in the Department's "Manual for Quality Control and Quality Assurance for Asphalt Concrete."

#### 39-4.04 CONTRACTOR PROCESS CONTROL

Process control sampling and testing shall be performed and control shall be exercised to ensure that asphalt concrete production conforms with this Section 11-1.

Minimum process control sampling and testing shall be performed in compliance with the following:

Table 39-4 - MINIMUM PROCESS CONTROL REQUIREMENTS

Quality Characteristic	Action Limit	California Test	Minimum Sampling and Testing Frequency	Point of Sampling ‡	Reporting Time Allowance
Sand Equivalent (Min)	47 (Type A) 42 (Type B)	217	One sample per 2500 tonnes	Batch plant - from hot bins. Drum plant - from cold feed.	24 hours
		(Reported value shall be the average of 3) <sup>1</sup>	Not less than one sample per 2 days		
Stability	37 (Type A) 35 (Type B)	366 <sup>2</sup>	See Note 4	Mat behind paver	48 hours
		(Reported value shall be the average of 3) <sup>1,3,5</sup>	Not less than one sample per 5 days		

Notes:

- ‡ In conformance with the requirements of California Test 125.
- 1. Samples used for the 3 tests to be averaged shall be from a single split sample.
- 2. Reheat for sample preparation shall be 2 hours maximum.  
Do not place sample or briquette in oven for 15-hour cure.
- 3. Briquettes shall be fabricated from a single, combined sample obtained from at least 4 locations across the mat behind the paver in conformance with the requirements of California Test 125.  
If the range of stability for the three briquettes is more than 12 points, the samples shall be discarded and new samples shall be obtained before the end of the following shift of paving and tested in conformance with the requirements of Table 39-3, "Asphalt Concrete Mixture Requirements."
- 4. Asphalt concrete will be sampled and tested each of the first 5 days of production and may be decreased to one for each 5 days thereafter unless stability falls below the action limit.  
When stability falls below the action limit, sampling will be increased to one sample for each of the first 5 days of production and may be decreased to one for each 5 days thereafter.  
The sequence of the first 5 test results shall not be broken by more than 7 days of suspended operations.
- 5. During production start-up evaluation, a correlation factor for cured vs. uncured specimens shall be established in conformance with the requirements of Section 39-10.02A, "Production Start-Up Evaluation."

The process control test results shall be plotted on specification compliance charts indicating the action limits for the quality characteristic. When one test result falls below the action limit for an individual measurement, the Contractor shall notify the Engineer, take corrective action, and sample and test within the next 500 tonnes of production. When 2 consecutive test results for an individual characteristic fall below the action limit, the asphalt concrete represented by the 2 tests shall be considered not in compliance. When 2 consecutive test results for an individual characteristic fall below the action limit, the Contractor shall suspend production, notify the Engineer, and take corrective action. With the approval of the Engineer, up to 1000 tonnes of asphalt concrete may be placed to demonstrate that the asphalt concrete is once again in compliance with the provisions of this Section 11-1. Production shall begin only after the Engineer has received test results confirming compliance.

Asphalt concrete that has 2 consecutive stability test results less than or equal to 26 for Type A asphalt concrete or less than or equal to 24 for Type B asphalt concrete shall be removed at the Contractor's expense. Asphalt concrete placed to demonstrate compliance that does not meet the provisions of this Section 11-1 shall be removed at the Contractor's expense.

#### **39-4.05 CONTRACTOR QUALITY CONTROL**

Quality control, sampling, testing, and inspection shall be provided during asphalt concrete work. Sampling, testing, and inspection shall be performed at a rate sufficient to ensure that the asphalt concrete product conforms to the requirements in this Section 11-1. Sampling for testing to be reported to the Engineer shall be performed at the minimum frequency specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1, "Quality Control / Quality Assurance."

Quality control samples of aggregates and asphalt concrete mixture shall be obtained and split. One split portion of each sample shall be used for quality control testing and the other portion shall be reserved for possible retest during dispute resolution, in conformance with Section 39-6, "Dispute Resolution," of this Section 11-1. Quality control samples shall be stored in a location listed in the Quality Control Plan until disposal has been approved by the Engineer.

The Contractor shall obtain a one-liter sample of the asphalt binder in conformance with Section 39-7.01C, "Asphalt Binder Storage," of this Section 11-1 for each day of asphalt concrete production. The sample containers shall be labeled as shown in the "Manual for Quality Control and Quality Assurance for Asphalt Concrete" and shall be sent by the Contractor to the Transportation Laboratory on a weekly basis, except for modified asphalts that shall be shipped daily. A copy of the transmittal form shall be attached to the daily report of inspection.

When test results for a single quality characteristic deviate beyond the limits specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1 the Contractor shall take corrective action and shall bring the asphalt concrete within the specification limits. The corrective action taken shall be documented in the records of inspection in conformance with Section 39-4.06B, "Records of Inspection and Testing," of this Section 11-1. When a single quality characteristic deviates 3 consecutive times beyond the limits specified in Table 39-9, "Minimum Quality Control Test Requirements," of this Section 11-1, the Contractor shall suspend production, shall notify the Engineer, and shall take corrective action. With the approval of the Engineer, up to 1000 tonnes of asphalt concrete may be placed and the requirements of Section 39-10.02A, "Production Start-Up Evaluation," of this Section 11-1 shall be used to demonstrate that the asphalt concrete is once again in compliance with this Section 11-1. Production of asphalt concrete shall start only after the Engineer has received test results confirming compliance. When an individual quality characteristic deviates 3 consecutive times beyond the specification limits and production of asphalt concrete has been suspended, the lot shall be terminated.

If an ignition oven is used for asphalt content in conformance with the requirements of California Test 382, gradations of the remaining aggregates shall be provided for each 5000 tonnes of production. Testing of the aggregates shall be in conformance with the requirements of California Test 202, Sections F and G, "Sieve Analysis of Fine and Coarse Aggregates." Test results from these gradings shall be provided prior to completion of the project. Gradings from the aggregates recovered from the ignition oven will not be used in the statistical analysis for quality or for pay. Payment for these gradings will be made as extra work as provided in Section 4-1.03D of the Standard Specifications at the rate of \$150 per test result for the cost of the additional testing.

#### **39-4.06 CHARTS AND RECORDS**

The Contractor shall record sampling and testing results for both process control and for quality control on forms as provided in the Department's "Manual for Quality Control and Quality Assurance for Asphalt Concrete" or on forms approved by the Engineer. Complete testing records shall be maintained and posted in the Contractor's laboratory. Models of forms that are different from those in the Department's "Manual for Quality Control and Quality Assurance for Asphalt Concrete," locations of postings, and times and means of submissions shall be provided in the Quality Control Plan.

For every 5000 tonnes of asphalt concrete produced, the Contractor shall provide an electronic copy of the process and quality control test results using the Department's statistical evaluation program "ACPay" available as specified in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

Compliance charts and inspection and testing records, except stability test results used for process control, shall be submitted within 24 hours after completion of that shift of asphalt concrete production. If the record is incomplete or in error, a copy of the record will be returned with the deficiencies noted by the Engineer. The Contractor shall correct deficiencies and return the updated record by the start of the following working day. When errors or omissions in the inspection or testing records repeatedly occur, asphalt concrete production and placement shall be suspended and the procedures by which the records are produced shall be corrected before production and placement will be restarted.

##### **39-4.06A Compliance Charts**

The Contractor shall develop and maintain time linear specification compliance charts. The compliance charts shall identify the project, test number, test parameter, applicable upper and lower specification limits, and test results.

Compliance charts shall be kept current and shall be posted at a location designated in the Quality Control Plan. Compliance charts shall be updated each day of asphalt concrete production, and up-to-date copies shall be included in the submittals to the Engineer of each day's test results.

#### **39-4.06B Records of Inspection and Testing**

For each day of asphalt concrete production, the Contractor shall prepare an "Asphalt Concrete Construction Daily Record of Inspection," on forms provided in the Department's "Manual for Quality Control and Quality Assurance for Asphalt Concrete." A form shall be submitted for inspection at the plant and at the roadway.

For each day of asphalt concrete production, the Contractor shall prepare an "Asphalt Concrete Inspection and Testing Summary" on a form provided in the Department's "Manual for Quality Control and Quality Assurance for Asphalt Concrete." Plant and roadway inspection forms documenting the day's plant production and roadway placement shall be completed. Deviations from the specifications or the Contractor's regular practice shall be listed and explained. Individual inspection forms shall be signed by the inspector and initialed by the Quality Control Manager and attached to the summary at submittal. Test forms documenting test results shall be complete, signed by the tester, checked and initialed by the Quality Control Manager, and attached to the summary at submittal. Sampling and testing data and calculations that support a test result shall be made available to the Engineer within 48 hours when requested.

The "Asphalt Concrete Inspection and Testing Summary" shall include the following certification signed by the Quality Control Manager:

It is hereby certified that the information contained in this record is accurate, and that information, tests or calculations documented herein comply with the requirements of the contract and the standards set forth in the testing procedures. Exceptions to this certification are documented as a part of this record.

### **39-5 ENGINEER QUALITY ASSURANCE**

#### **39-5.01 GENERAL**

The Engineer will assure conformance to contract specifications by review of the Contractor's mix design proposal, by inspection of the Contractor's procedures, by oversight of the Contractor's quality control inspection and records, by splitting and testing samples with the Contractor during evaluation of the plant production start-up and the nuclear density test strip, and by independent verification sampling and testing of the asphalt concrete and aggregates during asphalt concrete production.

The Contractor may witness assurance sampling and testing. However, the Engineer will not be required to notify the Contractor of anticipated sampling schedules or locations and will not delay sampling or testing if the Contractor is unable to attend. The Contractor shall not use samples taken for assurance testing for testing and submittal as a quality control test result.

The Engineer will provide the Contractor with copies of the assurance test results not more than 2 working days after receipt of the results. Sampling and testing data and calculations that support a test result shall be made available to the Contractor within 48 hours when requested.

The Engineer may test the asphalt, aggregates or asphalt concrete mixture to determine conformance with this Section 11-1, "Quality Control / Quality Assurance," whenever an asphalt concrete mixture or ingredient appears defective or inconsistent or whenever a test result indicates a change in the characteristics of the asphalt concrete mixture or an ingredient. Asphalt, aggregates or asphalt concrete that does not conform with this Section 11-1 will be rejected in conformance with Section 39-11, "Acceptance of Work," of this Section 11-1.

The Contractor, when directed by the Engineer, shall obtain representative samples of the asphalt concrete mixture or ingredients that appear defective or inconsistent. The samples shall be split into 4 portions. The Contractor shall retain 1 portion for testing if the Contractor chooses and 3 portions shall be delivered to the Engineer. The asphalt concrete or ingredient need not be sampled if the Contractor elects to remove and replace the asphalt concrete, at the Contractor's expense, or if the Contractor uses a method of correcting the situation that has been approved by the Engineer. Test results from these additional samples shall not be used as a basis for a calculated pay factor.

#### **39-5.02 SAMPLING AND TESTING FOR VERIFICATION**

Independent of the Contractor's quality control testing, the Engineer will obtain random samples of the aggregate and asphalt concrete mixture and test for in-place density.

Samples of aggregates and asphalt concrete will be obtained during asphalt concrete production and placement, and will be split into at least 4 portions. One of the split portions will be tested by the Engineer and used to verify quality control test results, one portion will be provided to the Contractor, and 2 portions will be reserved and stored for testing in conformance with the provisions in Section 39-6, "Dispute Resolution," of this Section 11-1. When verifying the relative compaction, the Engineer will obtain a sample of a sample of asphalt concrete from the mat behind the paver, will split the sample and apportion the sample as described above, and will test the sample for test maximum density.

The Engineer will test for material quality characteristics specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. Verification tests will be at a frequency of not less than 10 percent of the minimum quality control sampling and testing frequency and will be performed in conformance with the test methods specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. Verification tests will be performed using the same test methods used for quality control testing.

During the Engineer's verification of the relative compaction, the Engineer will determine the location of 500 tonnes of asphalt concrete to be tested using a random number, will obtain an asphalt concrete sample from within this location for determination of the test maximum density, and will determine the relative compaction of the in-place asphalt concrete as specified in California Test 375. The Contractor shall obtain one of the split samples of asphalt concrete for determination of test maximum density and shall determine the relative compaction of the 500 tonnes of asphalt tested by the Engineer using the same testing sites determined by the Engineer. The results of this common testing will be compared to the allowable testing difference defined in Table 39-6, "Allowable Testing Differences," of this Section 11-1. If the test maximum density or the relative compaction does not comply with the allowable testing difference, then the Engineer and Contractor will use the first 500 tonnes of the next day's production to re-correlate the nuclear gauges used in testing as defined by California Test 375.

During production start-up evaluation, the Engineer will witness the sampling of asphalt concrete and aggregates and will perform tests on the materials in conformance with Section 39-10.02A, "Production Start-Up Evaluation," of this Section 11-1.

### 39-5.03 VERIFICATION

The Engineer will determine the acceptability of the quality control test results by using the *t*-test for sample means to test whether or not the means of the quality control test results and verification test results are within an allowable testing difference. Quality control test results and verification test results for each indexed quality characteristic will be used in the verification process.

The *t*-value of the group of test data to be verified is computed as follows:

$$t = \frac{|\bar{X}_c - \bar{X}_v|}{S_p \sqrt{\frac{1}{n_c} + \frac{1}{n_v}}} \quad \text{a n d} \quad S_p^2 = \frac{S_c^2(n_c - 1) + S_v^2(n_v - 1)}{n_c + n_v - 2}$$

where:

- $n_c$  = Number of Contractor's quality control tests (minimum of 2 required)
- $n_v$  = Number of Verification tests (minimum of 1 required)
- $\bar{X}_c$  = Mean of the Contractor's quality control tests
- $\bar{X}_v$  = Mean of the Verification tests
- $S_p$  = Pooled standard deviation  
(When  $n_v = 1$ ,  $S_p = S_c$ )
- $S_c$  = Standard deviation of the Contractor's quality control tests
- $S_v$  = Standard deviation of the Verification tests (when  $n_v > 1$ )

The comparison of quality control test results and verification test results will be considered at a level of significance,  $\alpha = 0.01$ . Compute *t* using the equation above and compare to the critical *t*-value,  $t_{crit}$ , from the following table:

Table 39-5 - CRITICAL t-VALUE FOR VERIFICATION OF QUALITY CONTROL TESTING

degrees of freedom (nc+nv-2)	$t_{crit}$ (for $\alpha = 0.01$ )	degrees of freedom (nc+nv-2)	$t_{crit}$ (for $\alpha = 0.01$ )
1	63.657	18	2.878
2	9.925	19	2.861
3	5.841	20	2.845
4	4.604	21	2.831
5	4.032	22	2.819
6	3.707	23	2.807
7	3.499	24	2.797
8	3.355	25	2.787
9	3.250	26	2.779
10	3.169	27	2.771
11	3.106	28	2.763
12	3.055	29	2.756
13	3.012	30	2.750
14	2.977	40	2.704
15	2.947	60	2.660
16	2.921	120	2.617
17	2.898	$\infty$	2.576

Quality control test results are verified if the  $t$ -value computed is less than or equal to  $t_{crit}$  ( $t \leq t_{crit}$ ), and the difference between the means of the quality control test results and verification test results are within an allowable testing difference. Quality control test results are not verified if the  $t$ -value computed is greater than  $t_{crit}$  ( $t > t_{crit}$ ), and the difference between the means exceeds the allowable testing difference. The allowable testing difference shall be as follows:

Table 39-6 - ALLOWABLE TESTING DIFFERENCE

Quality	California Test	Allowable Testing Difference
Sand Equivalent (min.)	217	8
Hveem Stabilometer Value (min.)	366	10
Percent Air Voids	367	1.5
Asphalt Content	379 or 382	0.3%
Gradation	202	
19 or 12.5 mm		2
9.5 mm		4
4.75 mm		3
2.36 mm		2
600 $\mu$ m		2
75 $\mu$ m		1.0
Relative Compaction	375	0.8%
Test Maximum Density		0.03 g/cc

If quality control test results are not verified, the Contractor will be notified of the difference. The Engineer will sample asphalt concrete production at a more frequent interval. Resolution of the problem shall be in conformance with the provisions in Section 39-6, "Dispute Resolution," of this Section 11-1.

### 39-6 DISPUTE RESOLUTION

#### 39-6.01 GENERAL

The Contractor and the Engineer shall work together to avoid potential conflicts and to resolve differences that may arise from a disagreement regarding test result comparisons.

Should the results of the testing fail to meet the criteria of the stage at which the disagreement arose, production shall be suspended. Production shall not start or resume nor shall asphalt concrete be accepted until the differences have been resolved and the Engineer is assured that the asphalt concrete conforms to this Section 11-1, "Quality Control / Quality Assurance."

When the Engineer and the Contractor, together or separately, are unable to determine the source of error, an Independent Third Party shall act as witness and referee.

In disagreements, if the Engineer's testing process meets the requirements of this Section 11-1, costs related to the review shall be borne by the Contractor. The Contractor's sampling and testing program shall be modified as necessary. New test results shall be submitted to the Engineer. Test results judged to be in error shall be removed from consideration and the new test results shall be substituted. If split samples are not available and retesting is not possible, that portion of the asphalt concrete produced or placed prior to and during the disagreement will be evaluated based on the results of the Engineer's verification test results.

In disagreements, if the Engineer's testing process fails to meet the requirements of this Section 11-1, costs related to the review shall be borne by the State. The Engineer's sampling and testing program will be modified as necessary. Test results judged to be in error shall be removed from consideration and the new test results shall be substituted. Contractor's retesting due to errors in the Engineer's testing will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications. If, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of delays or errors in the Engineer's testing, the delay will be considered a right of way delay as provided in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

In disagreements, if both the Contractor's and the Engineer's testing processes have failed to meet the requirements of this Section 11-1 or if the cause cannot be determined, each party will bear the costs related to their own review. When appropriate, the Contractor's and the Engineer's sampling and testing programs shall be modified as necessary, split samples of the Contractor's quality control samples or the Engineer's verification samples shall be retested, and the new quality control test results shall be submitted to the Engineer. Test results judged to be in error shall be removed from consideration and the new test results shall be substituted. If split samples of aggregates or asphalt concrete mixture from the Contractor's testing are not available where retesting is required, that portion of the asphalt concrete produced prior to and during the disagreement will be evaluated based on the results of the Engineer's verification test results.

#### **39-6.02 DURING THE ASPHALT CONCRETE MIX DESIGN REVIEW**

During the asphalt concrete mix design review, if the Engineer's review does not confirm that one or more of the aggregate or the asphalt concrete mixture qualities comply with this Section 11-1, "Quality Control / Quality Assurance," both parties will review their sampling, testing, and test results and shall share their findings. Testers and laboratories shall be made available for witnessing. Calculations and test results shall be made available for review. If an error in the Contractor's testing is detected during this review, the Contractor shall, as is appropriate, recalculate or retest. The new test results shall be submitted to the Engineer. If an error in the Engineer's testing is detected, the Engineer will, as is appropriate, recalculate or retest.

If the Contractor's and Engineer's review does not reveal the source of conflict, the Contractor's and the Engineer's sampling and testing processes shall be witnessed by the Independent Third Party. Testing to resolve the dispute in results for the mix design shall be performed using samples that were obtained and split while being witnessed by the Independent Third Party. Review of sample preparation and testing will be performed at both the Contractor's and the Engineer's laboratory on a portion of the split material while being witnessed by the Independent Third Party. The resulting mix design shall be used for production.

#### **39-6.03 DURING THE PRODUCTION START-UP EVALUATION**

When the Contractor's and Engineer's test results during production start-up fail to meet the provisions in Section 39-10.02, "Production Start-Up Evaluation and Nuclear Density Test Strips," both parties will review their sampling, testing, and test results, and shall share their findings. Testers and laboratories shall be made available for witnessing. Calculations and test results shall be made available for review. If an error in the Contractor's testing is detected during this review, the Contractor shall, as is appropriate, recalculate or retest. The new test results shall be submitted to the Engineer. If an error in the Engineer's testing is detected, the Engineer will, as is appropriate, recalculate or retest.

If the Contractor's and the Engineer's review does not resolve the differences, the Contractor's and the Engineer's testing processes shall be witnessed by the Independent Third Party using the 2 remaining portions of the split samples. If necessary, a 250-tonne to 500-tonne quantity of asphalt concrete shall be placed at a location agreed to by the Engineer to provide asphalt concrete and ingredients for sampling and testing for the Independent Third Party review.

If an error in the Contractor's testing is detected by the Independent Third Party, the Contractor shall take corrective action and, as appropriate, recalculate or retest the split portion of the trial quantity of asphalt concrete in question. The new test results shall be submitted to the Engineer. If an error in the Engineer's testing is detected by the Independent Third Party, the Engineer will take corrective action and, as appropriate, recalculate or retest the split portion of the first trial quantity.

Production shall not start nor shall asphalt concrete be accepted until the differences have been resolved and the test results meet the provisions in Section 39-10.02, "Production Start-Up Evaluation and Nuclear Density Test Strips," of this Section 11-1.

#### **39-6.04 DURING PRODUCTION**

When it is determined that the quality control test results could not be verified, both parties will review their sampling, testing, and test results, and shall share their findings. Testers and laboratories will be made available for witnessing. Calculations and results will be made available for review.

If an error in the quality control sampling or testing is detected during the Contractor's or the Engineer's review, the Contractor shall either recalculate or, if appropriate, retest using the reserved split portions of the quality control samples. These new test results shall be submitted to the Engineer. If an error in the verification sampling or testing is detected, the Engineer will recalculate or, if appropriate, retest using a reserved split portion of the verification samples. Using the new test results, the Engineer will repeat the calculation of the *t*-test and will determine if the means of the quality control tests and the verification test results are within the allowable testing difference as specified in Section 39-5.03, "Verification," of this Section 11-1.

When the verification test results do not verify the quality control test results 3 consecutive times, both the Contractor's and the Engineer's testers shall be witnessed by the Independent Third Party while sampling, splitting, and testing samples from the production unit or from the mat. The Contractor may produce and place up to 1000 tonnes of asphalt concrete to provide materials and sampling opportunities. Production and placement of asphalt concrete will be suspended until the Independent Third Party has completed the review of the Contractor's and the Engineer's sampling and testing and resolved the differences.

If an error in the Contractor's testing is detected by the Independent Third Party, the Contractor shall take corrective action and, as appropriate, recalculate or retest the split portion of the quality control samples. The new test results shall be submitted to the Engineer. If an error in the Engineer's testing is detected by the Independent Third Party, the Engineer will take corrective action and, as appropriate, recalculate or retest a split portion of the verification samples. When the error has been detected and corrected, production shall resume and the services of the Independent Third Party will be discontinued.

If a problem is not identified during the Independent Third Party review, the Independent Third Party shall be retained for the duration of the project or until a problem has been identified. Until all asphalt concrete has been produced and placed, the Contractor shall sample and split quality control samples in the presence of the Independent Third Party. One portion of each sample shall be tested by the Contractor in conformance with the intervals specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1, and the other portion shall be delivered to the Engineer by the Independent Third Party. The Engineer will test at least one of every 5 of the split samples for verification purposes. A new lot will be designated for asphalt concrete produced since the Independent Third Party was consulted. The pay factor for this lot will be determined in conformance with Section 39-11.02, "Statistical Evaluation and Determination of Pay Factor," of this Section 11-1 with the exception that both the Contractor's quality control test results and the Engineer's verification test results will be combined and will be the basis for acceptance of that portion of the work. The pay factor for the lot of asphalt concrete which brought about the dispute resolution shall be determined in conformance with Section 39-11.02, "Statistical Evaluation and Determination of Pay Factor," of this Section 11-1 with the exception that both the Contractor's quality control test results and the Engineer's verification test results will be combined and will be the basis for acceptance of that portion of the work.

### **39-7 STORING, PROPORTIONING AND MIXING MATERIALS**

#### **39-7.01 STORAGE**

The Contractor shall store the aggregate for asphalt concrete so that separately sized aggregates will not be intermingled and shall store asphalt binder so that different grades of asphalt will not be intermingled. Aggregate that has been intermingled with aggregate of another size shall be removed by the Contractor and replaced with aggregate of specified grading.

When the Contractor adds supplemental fine aggregate, each supplemental fine aggregate used shall be stored separately and kept thoroughly dry.

The measurement and storage provisions of this Section shall not apply to the dust collected in skimmers and expansion chambers (knock-out boxes) or to the dust collected in centrifugal (cyclone) collectors. Dust from these collectors may be returned to the aggregate without being measured or stored separately, provided the dust is returned uniformly at a point in advance of the sampling device in batch-mixing plants or is returned at or before mixing in continuous mixing plants.

Aggregate and asphalt binder shall be stored in conformance with the following requirements.

##### **39-7.01A Aggregate Cold Storage**

Material shall be fed from storage with a mechanical feeder. Before being fed to the drier, aggregate shall be separated into 3 or more sizes and stored separately.

### **39-7.01B Aggregate Hot Storage**

Aggregate for asphalt concrete to be mixed in batch mixing plants shall be stored, after being dried, in conformance with the following requirements:

1. Aggregates for asphalt concrete shall be separated into 3 or more sizes.
2. After the aggregate is separated, each size shall be stored in a separate bin, and shall be recombined in conformance with the provisions in Section 39-7.03A, "Proportioning for Batch Mixing," of this Section 11-1 in order to conform to the gradings specified in Section 39-2, "Materials," of this Section 11-1. Storage bins shall be provided with chutes to prevent overflow into adjacent bins.

### **39-7.01C Asphalt Binder Storage**

Asphalt to be used as a binder for asphalt concrete shall be stored in heated tanks.

A suitable sampling device shall be provided in asphalt feed lines connecting plant storage tanks to the asphalt weighing system or spray bar. The sampling device shall consist of a valve with a nominal diameter between 10 mm and 20 mm, constructed in such a manner that a one-liter sample may be slowly withdrawn during plant operations. The valve shall be maintained in good condition and, if the valve fails to function properly, the valve shall be replaced. The sampling device shall be readily accessible and in an area free of dangerous obstructions and shall be between 600 mm and 750 mm above the platform. A drainage receptacle shall be provided for flushing the device prior to sampling.

The discharge end of the asphalt binder circulating pipe shall be maintained below the surface of the asphalt binder in the storage tank to prevent discharging hot asphalt binder into open air.

A temperature sensing device shall be installed in the asphalt feed line. The device shall measure the temperature of the asphalt and shall be accurate to 5°C increments. An automatic, continuous recording device shall be provided and used to maintain accurate records of the asphalt temperature during production. Where the plant controller has the capability of capturing production data electronically, including ingredient temperatures, and when this data represents the temperature at the time of production and is captured at intervals of not greater than 5 minutes, this process will be considered to be continuous recording. Captured data shall be retained for the duration of the contract and shall be submitted to the Engineer on request.

## **39-7.02 DRYING**

Aggregate shall be fed directly to a drier-drum mixer or to a drier at a uniform rate.

Aggregate shall be dried such that, at the time of spreading, the moisture content of the completed asphalt concrete mixture shall not exceed 1.0 percent and the minimum and maximum asphalt concrete mixture temperatures are not exceeded. Moisture content will be determined in conformity with the requirements of California Test 370.

The drier or drier-drum mixer shall be provided with a device that senses the temperature of the material leaving the drier or the drier-drum mixer. The temperature-sensing device shall be accurate to the nearest 5°C. The indicator shall be located and maintained at the point where the proportioning operations are controlled. An automatic continuous recording device shall be provided and used to maintain accurate records of the temperatures during production. Where the plant controller has the capability of capturing production data electronically, including ingredient temperatures, and when this data represents the temperature at the time of production and is captured at intervals of not greater than 5 minutes, this process will be considered to be continuous recording. Captured data shall be retained for the duration of the contract and shall be submitted to the Engineer on request.

The burner used for heating the aggregate shall achieve complete combustion of the fuel.

## **39-7.03 PROPORTIONING**

Proportioning shall be either by hot-feed control or cold-feed control. Hot-feed control and cold-feed control indicate the location of the measuring devices or controls.

The Contractor's mixing equipment shall be equipped with a suitable, safe sampling device that will provide a sample, representative of actual production, of the aggregate being incorporated into the asphalt concrete. The delivery point of samples shall be safe and convenient. When samples are taken from a location above ground level, a means shall be provided for lowering the aggregate samples to the ground.

### **39-7.03A Proportioning for Batch Mixing**

When the Contractor elects to use batch mixing equipment, each aggregate hot storage bin shall be equipped with a sampling device that will provide a sample of the aggregate discharged into the weigh hopper.

Fine material collected in dust control systems, other than centrifugal collectors or knock-out boxes, shall be considered to be supplemental fine aggregate. When supplemental fine aggregate is used, it shall be proportioned by mass.

A sampling device for supplemental fine aggregate shall be installed in each feed line or surge tank preceding the weigh hopper.

### **39-7.03A(1) Batching Tolerances**

Aggregate and asphalt shall be proportioned by mass as follows:

- A. The zero tolerance for aggregate scales shall be 0.5-percent of the total batch mass of the aggregate. The zero tolerance for separate scales for weighing supplemental fine aggregate or asphalt binder shall be 0.05-percent of the total batch mass of the aggregate.
- B. Unless otherwise approved by the Engineer, the indicated mass of material drawn from storage shall not vary from the preselected scale setting as defined by target values of the approved mix design by more than the following percentages of the total batch mass of the aggregate:
  1. Aggregate shall be within one percent, except that when supplemental fine aggregate is used and is weighed cumulatively with the aggregate, the draft of aggregate drawn immediately before the supplemental fine aggregate shall be within 0.5-percent.
  2. Supplemental fine aggregate shall be within 0.5-percent.
  3. Asphalt binder shall be within 0.1-percent.

The asphalt binder shall be measured by a tank scale.

### **39-7.03A(2) Automatic Controls**

Batch proportioning shall be by an automatic plant controller. The proportioning devices shall be automatic to the extent that the only manual operation required for proportioning materials for one batch shall be a single operation of a switch or starter.

Proportioning devices shall be of a type in which materials discharged from the several bins are controlled by gates or by mechanical conveyors. The batching devices shall be so interlocked that no new batch may be started until weigh hoppers are empty, the scales are at zero, and the discharge gates are closed. The means of withdrawal from the bins and of discharge from the weigh box shall be interlocked so that not more than one bin can discharge onto a given scale at one time, and so that the weigh box cannot be tripped until the required quantity from each of the bins has been deposited therein. In addition, automatic proportioning devices shall be interlocked so that the weighing cycle will be interrupted whenever the amount of material drawn from storage varies from the pre-selected amount by more than the tolerances specified in this Section 11-1. Whenever the weighing cycle is interrupted, that specific batch shall not be used in the work unless it can be manually adjusted to meet the specified tolerances based on the total mass of the batch. When partial batches are batched, the interlock tolerances, except the zero tolerance, shall apply to the total mass of aggregate in the partial batch.

Proportioning devices shall be operated so that all mass increments required for a batch are preset at the same time. Controls shall be designed so that these settings may be changed without delay and the order of discharge from the several bins can be changed.

Proportioning controls shall be equipped with the means for inspection of the interlock tolerance settings. Instructions for performing the inspection shall be available at the point of operation.

The necessary means shall be provided to check the mass of various proportioned amounts on a separate vehicle scale located at the plant site.

### **39-7.03B Proportioning for Continuous Mixing**

Asphalt binder shall be introduced into the mixer through a meter conforming to the provisions in Section 9-1.01, "Measurement of Quantities," of the Standard Specifications. The asphalt meter shall automatically compensate for changes in the asphalt temperature, unless the meter is the mass flow, coriolis effect, type. The system shall be capable of varying the rate of delivery of binder proportionate with the delivery of aggregate. During a day's run, the temperature of asphalt binder shall not vary more than 30°C. The meter and lines shall be heated and insulated. The binder storage shall be equipped with a device for automatic plant cut-off when the level of binder is lowered sufficiently to expose the pump suction line.

When supplemental fine aggregate is used, it shall be proportioned by a method that uniformly feeds the material within 2 percent of the required amount. Supplemental fine aggregate shall be discharged from the proportioning device directly into the mixer.

The supplemental fine aggregate proportioning system shall function with a degree of accuracy such that, when operated between 30 percent and 100 percent of maximum operating capacity, the average difference between the indicated mass of material delivered and the actual mass delivered shall not exceed one percent of the actual mass for three individual 15-minute runs. For the 3 individual 15-minute runs, the indicated mass of material delivered shall not vary from the actual mass delivered by more than 2 percent of the actual mass.

The fine material collected in dust control systems may be returned to the aggregate production stream without proportioning if returned at a rate commensurate with overall plant production, and if returned at or before the mixer. A return rate of less than 100 percent of the collection rate shall be metered as specified above for supplemental fine aggregate.

The asphalt feeder, each of the aggregate feeders, the supplemental fine aggregate feeder, if used, and the combined aggregate feeder shall be equipped with devices by which the rate of feed can be determined while the plant is in full operation.

The combined aggregate shall be weighed using a belt scale. The belt scale shall be of such accuracy that, when the plant is operating between 30 percent and 100 percent of belt capacity, the average difference between the indicated mass of material delivered and the actual mass delivered shall not exceed one percent of the actual mass for three individual 3-minute runs. For the 3 individual 3-minute runs, the indicated mass of material delivered shall not vary from the actual mass delivered by more than 2 percent of the actual mass.

The actual mass of material delivered for proportioning device calibrations shall be determined by a vehicle scale located at the plant site conforming to the provisions in Section 9-1.01, "Measurement of Quantities," of the Standard Specifications. The vehicle scale shall be error checked within 24 hours of checking the plant's proportioning devices. The plant shall be equipped so that this accuracy check can be made prior to the first production operation for a project and at other times when requested by the Engineer.

The belt scale for the combined aggregate, the proportioning devices for supplemental fine aggregate, if used, and the asphalt proportioning meter shall be interlocked so that the rates of feed of the aggregates and asphalt will be adjusted automatically (at all production rates and production rate changes) to maintain the asphalt ratio (kilograms of asphalt per 100 kg of dry aggregate including supplemental fine aggregate, if used) designated in the mix design in conformance with the provisions in Section 39-2.03, "Asphalt Concrete Mixture," of this Section 11-1. The plant shall not be operated unless this automatic system is functioning and in good working condition.

Asphalt meters and aggregate belt scales used for proportioning aggregates and asphalt shall be equipped with rate-of-flow indicators to show the rates of delivery of asphalt and aggregate. Meters and scales shall be equipped with resettable totalizers so that the total amounts of asphalt and aggregate introduced into the asphalt concrete mixture can be determined. Rate-of-flow indicators and totalizers for like materials shall be accurate within one percent when compared directly. The asphalt cement totalizer shall not register when the asphalt metering system is not delivering material to the mixer.

The bin or bins containing the fine aggregate and supplemental fine aggregate, if used, shall be equipped with vibrating units or other equipment that will prevent hang-up of material while the plant is operating. Each belt feeder shall be equipped with a device to monitor the depth of aggregate between the troughing rollers. The device for monitoring depth of aggregate shall automatically shut down the plant whenever the depth of aggregate is less than 70 percent of the target depth. To avoid erroneous shut down by normal fluctuations, a delay between sensing less than 70 percent flow and shutdown of the plant will be permitted, as determined by the Engineer, at the time of the initial California Test 109. A second device shall be located either in the stream of aggregate beyond the belt or where it will monitor movement of the belt by detecting revolutions of the tail pulley on the belt feeder. The device for monitoring no-flow or belt movement, as the case may be, shall stop the plant automatically and immediately when there is no flow. The plant shall not be operated unless both low-flow and no-flow monitoring devices are in good working condition and functioning properly.

For continuous pugmill mixing plants, an aggregate sampling device that will provide a 25-kg to 40-kg sample of the combined aggregate while the plant is in full operation shall be provided in advance of the point where the aggregate enters the mixer.

For drier-drum mixing plants, an aggregate sampling device that will provide a 25-kg to 40-kg sample of the combined aggregate while the plant is in full operation shall be provided in advance of the point where the aggregate enters the drier-drum mixer.

When supplemental fine aggregate is used, a sampling device shall be installed in each feed line or surge tank preceding the proportioning device for the supplemental fine aggregate.

#### **39-7.04 (BLANK)**

#### **39-7.05 MIXING**

Aggregate, supplemental fine aggregate, and asphalt binder shall be mixed in a batch mixer, continuous mixing pugmill mixer, or continuous mixing drier-drum. The charge in a batch mixer, or the rate of feed to a continuous mixer, shall not exceed that which will permit complete mixing of the material. Dead areas in the mixer, in which the material does not move or is not sufficiently agitated, shall be corrected by a reduction in the volume of material or by other adjustments.

Asphalt binder shall be at a temperature of not less than 120°C nor more than 190°C when added to the aggregate.

The temperature of the aggregate before adding the binder shall not be more than 165°C.

### **39-7.05A Batch Mixing**

When asphalt concrete is produced by batch mixing, the mixer shall be equipped with a sufficient number of paddles of a type and arrangement so as to produce a properly mixed batch.

The binder shall be introduced uniformly into the mixer along the center of the mixer parallel to the mixer shafts, or by pressure spraying. When a pan is used, it shall be equipped with movable vanes in order that the flow of binder may be directed across the width of the pan, as desired. The vanes shall be equipped with a means for quick adjustment, and a positive lock to prevent shifting.

The mixer platform shall be of ample size to provide safe and convenient access to the mixer and other equipment. The mixer housing and weighbox housing shall be equipped with gates of ample size to permit ready sampling of the discharge of aggregate from each of the plant bins and from each feed line or surge tank of supplemental fine aggregate, if used. The Contractor shall provide a sampling device capable of delivering a representative sample of sufficient size to permit the required tests.

The mixer shall be equipped with a timing device that will indicate by a definite audible or visual signal the expiration of the mixing period. The device shall measure the time of mixing within 2 seconds.

The time of mixing a batch shall begin on the charging stroke of the weighhopper dumping mechanism and shall end when discharge is started. Mixing shall continue until a homogeneous asphalt concrete mixture of uniformly distributed and properly coated aggregates of unchanging appearance is produced. The time of mixing shall be not less than 30 seconds.

An interval timer shall control the time of mixing. The interval timer shall be interlocked so that the mixer cannot be discharged until the materials have been mixed for the full amount of time specified.

### **39-7.05B Continuous Mixing**

Continuous mixing plants shall utilize pugmill or drier-drum mixers.

When asphalt concrete is produced by pugmill mixing, the mixer shall be equipped with paddles of a type and arrangement to provide sufficient mixing action and movement to the asphalt concrete mixture to produce properly mixed asphalt concrete. The combined aggregate shall be fed directly from the drier to the mixer at a uniform and controlled rate.

Mixing shall continue until a homogeneous asphalt concrete mixture of thoroughly and uniformly coated aggregates of unchanging appearance is produced at the discharge point from the mixer.

The temperature of the completed asphalt concrete mixture shall not exceed 165°C upon discharge from the mixer.

The mixer shall discharge into a storage silo with a capacity of not less than that specified in Section 39-7.06, "Asphalt Concrete Storage," of this Section 11-1. The Contractor shall provide a means of diverting the flow of asphalt concrete away from the silo to prevent incompletely mixed portions of the asphalt concrete mixture from entering the silo.

## **39-7.06 ASPHALT CONCRETE STORAGE**

When asphalt concrete is stored, it shall be stored only in silos. Asphalt concrete shall not be stockpiled. The minimum quantity of asphalt concrete in a silo during mixing shall be 18 tonnes except for the period immediately following a shut-down of the plant of 2 hours or more. A means shall be provided to indicate that storage in each silo is being maintained as required.

Storage silos shall be equipped with a surge-batcher sized to hold a minimum of 1800 kg of material. A surge-batcher consists of equipment placed at the top of the storage silo that catches the continuous delivery of the completed asphalt concrete mix and changes it to individual batch delivery to prevent the segregation of product ingredients as the completed asphalt concrete mix is placed into storage. The surge-batcher shall be center loading and shall be constructed to prevent material buildup. Rotary chutes shall not be used as surge-batchers.

The surge-batcher shall be independent and distinct from conveyors or chutes used to collect or direct the completed asphalt concrete mixture being discharged into storage silos and shall be the last device to handle the material before it enters the silo. Multiple storage silos shall be served by an individual surge-batcher for each silo. Material handling shall be free of oblique movement between the highest elevation (conveyor outfall) and subsequent placement in the silo. Discharge gates on surge-batchers shall be automatic in operation and shall discharge only after a minimum of 1800 kg of material has been collected and shall close before the last collected material leaves the device. Discharge gate design shall prevent the deflection of material during the opening and closing operation.

Asphalt concrete stored in excess of 18 hours shall not be used in the work. Asphalt concrete mixture containing hardened lumps shall not be used. A storage facility that contained the material with the hardened lumps shall not be used for further storage until the cause of the lumps is corrected.

## **39-7.07 ASPHALT CONCRETE PLANTS**

Plants, including commercial plants, that produce asphalt concrete subject to these specifications shall conform to the provisions in Section 7-1.01F, "Air Pollution Control," of the Standard Specifications, and shall be equipped with a wet-tube dust washer or equal and other devices that will reduce the dust emission to the degree that adjacent property is not damaged. The washer and other equipment shall function efficiently when the plant is in operation.

During production, petroleum products such as diesel fuel and kerosene shall not be used as a release agent on belts, conveyors, hoppers, or hauling equipment.

Plants shall be equipped with an inspection dock constructed so that a quality control technician or inspector standing on the dock can inspect the completed asphalt concrete mixture and take samples, as necessary, from the hauling vehicle before the vehicle leaves the plant site. This inspection dock shall allow the hauling vehicle to pull alongside and shall meet applicable safety requirements of the California Division of Occupational Safety and Health. Haul vehicle drivers shall be instructed to stop at the dock whenever a quality control technician or inspector is on the dock and to remain there until directed to leave by that individual.

### **39-8 SUBGRADE, PRIME COAT, PAINT BINDER (TACK COAT), AND PAVEMENT REINFORCING FABRIC**

#### **39-8.01 SUBGRADE**

Immediately prior to applying prime coat or paint binder (tack coat), or immediately prior to placing the asphalt concrete when a prime coat or paint binder (tack coat) is not required, the subgrade to receive asphalt concrete shall conform to the compaction requirement and elevation tolerances specified for the material involved and shall be free of loose or extraneous material. If the asphalt concrete is to be placed on an existing base or pavement that was not constructed as part of the contract, the surface shall be cleaned by sweeping, flushing or other means to remove loose particles of paving, dirt, and other extraneous material immediately before applying the prime coat or paint binder (tack coat).

#### **39-8.02 PRIME COAT AND PAINT BINDER (TACK COAT)**

A prime coat of liquid asphalt shall be applied to the areas to be surfaced when there is a contract item for the work or when the work is required in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

Prime coat shall be applied only to those areas designated by the Engineer.

Prime coat shall be applied at the approximate total rate of 1.15 L per square meter of surface covered. The exact rate and number of applications will be determined by the Engineer.

Prime coat shall be applied at a temperature conforming to the range of temperatures specified in Section 93-1.03, "Mixing and Applying," of the Standard Specifications for distributor application of the grade of liquid asphalt being used.

Prime coat or paint binder (tack coat) shall be applied in advance of placing the surfacing only as far as shall be approved by the Engineer. When asphaltic emulsion is used as paint binder (tack coat), asphalt concrete shall not be placed until the applied asphaltic emulsion has completely changed color from brown to black.

Immediately in advance of placing asphalt concrete, additional prime coat or paint binder (tack coat) shall be applied as directed by the Engineer to areas where the prime coat or paint binder (tack coat) has been damaged. Loose or extraneous material shall be removed and no additional compensation will be allowed therefor.

#### **39-8.03 PAVEMENT REINFORCING FABRIC**

Pavement reinforcing fabric shall be placed on existing pavement to be surfaced or between layers of asphalt concrete when such work is shown on the plans, or specified in "Asphalt Concrete" in Section 10-1, of these special provisions, or ordered by the Engineer.

Immediately prior to placing binder, pavement reinforcing fabric, and asphalt concrete surfacing, the pavement shall be cleaned of loose and extraneous materials such as, but not limited to, vegetation, sand, dirt, gravel and water.

Before placing the pavement reinforcing fabric, a binder of paving asphalt Grade PG 70-10 shall be applied uniformly to the surface to receive the pavement reinforcing fabric at a rate of not less than 1.15 L per square meter of surface covered. Pavement reinforcing fabric shall not be placed in areas of conform tapers when the thickness of the overlying asphalt concrete will be 40 mm or less. When pavement reinforcing fabric is placed in areas of conform tapers the binder shall be spread at the approximate rate of 1.4 L per square meter of surface covered. The exact rate will be determined by the Engineer. The binder shall be applied to a width equal to the width of the fabric mat plus 75 mm on each side.

Asphaltic emulsion shall not be substituted for paving asphalt binder for pavement reinforcing fabric.

Before applying binder, large cracks, spalls, and depressions in existing pavement shall be repaired as directed by the Engineer and, if not included in the item, the repair work will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications.

The pavement reinforcing fabric shall be aligned and placed with no wrinkles that lap. The test for lapping shall be made by gathering together the pavement reinforcing fabric in a wrinkle. If the height of the doubled portion of extra fabric is 15 mm or more, the fabric shall be cut to remove the wrinkle, then lapped in the direction of paving. Lap in excess of 50 mm shall be removed.

If manual laydown methods are used, the pavement reinforcing fabric shall be unrolled, aligned, and placed in increments of approximately 9 m.

Adjacent borders of the pavement reinforcing fabric shall be lapped 50 mm to 100 mm. The preceding roll shall be lapped 50 mm to 100 mm over the following roll in the direction of paving at ends of rolls or at a break. At pavement reinforcing fabric overlays, both the binder and the fabric shall overlap previously placed fabric by the same amount.

Seating of the pavement reinforcing fabric with rolling equipment after placing will be permitted. Turning of the paving machine and other vehicles shall be gradual and kept to a minimum to avoid damage to the fabric.

A small quantity of asphalt concrete, to be determined by the Engineer, may be spread over the pavement reinforcing fabric immediately in advance of placing asphalt concrete surfacing in order to prevent fabric from being damaged by construction equipment.

Pavement reinforcing fabric shall not be exposed to public traffic, Contractor's equipment or elements that will damage the fabric prior to placement of asphalt concrete surfacing, as determined by the Engineer. Public access cross traffic may be allowed to cross the fabric under traffic control after the Contractor has placed a small quantity of asphalt concrete over the fabric.

Care shall be taken to avoid tracking binder material onto the pavement reinforcing fabric or distorting the fabric during seating of the fabric with rolling equipment. If necessary to protect the pavement reinforcing fabric, exposed binder material may be covered lightly with sand.

### **39-9 SPREADING AND COMPACTING EQUIPMENT**

#### **39-9.01 SPREADING EQUIPMENT**

Asphalt pavers shall be self-propelled mechanical spreading and finishing equipment provided with a screed or strike-off assembly capable of distributing the material to not less than the full width of a traffic lane unless otherwise approved by the Engineer. Screed action shall include cutting, crowding or other practical action that is effective on the asphalt concrete mixture without tearing, shoving or gouging and that produces a surface texture of uniform appearance. The screed shall be adjustable to the required section and thickness. The screed shall be provided with a suitable full width compacting device. Pavers that leave ridges, indentations or other marks in the surface shall not be used unless the ridges, indentations or marks are eliminated by rolling or prevented by adjustment in the operation.

When end dump haul vehicles are used, the asphalt paver shall operate independently of the vehicle being unloaded or shall be capable of propelling the vehicle being unloaded. The load of the haul vehicle shall be limited to that which will insure satisfactory spreading. While being unloaded, the haul vehicle shall be in contact with the machine and the brakes on the haul vehicle shall not be depended upon to maintain contact between the vehicle and the machine.

No portion of the mass of hauling or loading equipment, other than the connection, shall be supported by the asphalt paver. No vibrations or other motions of the loader that could have a detrimental effect on the riding quality of the completed pavement shall be transmitted to the paver.

When asphalt concrete is placed directly upon asphalt treated permeable base, the asphalt concrete shall be placed in a manner and with equipment that will not disturb or displace the asphalt treated permeable base.

#### **39-9.02 COMPACTING EQUIPMENT**

A sufficient number of rollers shall be provided to obtain the specified compaction and surface finish required by this Section 11-1. Rollers shall be sized to achieve the required results.

Rollers shall be equipped with pads and water systems that prevent sticking of the asphalt concrete mixtures to the pneumatic or steel-tired wheels. A parting agent that will not damage the asphalt concrete mixture may be used to aid in preventing the asphalt concrete mixture from sticking to the wheels.

### **39-10 SPREADING AND COMPACTING**

#### **39-10.01 GENERAL REQUIREMENTS**

Asphalt concrete shall be handled, spread, and compacted in a manner which is in conformance with this Section 11-1, "Quality Control / Quality Assurance."

Asphalt concrete shall be placed in such a manner that cracking, shoving, and displacement will be avoided.

Type A and Type B asphalt concrete shall be placed only when the ambient temperature is above 10°C.

Asphalt concrete shall not be placed when the underlying layer or surface is frozen or not dry or when weather conditions will prevent proper handling, finishing or compaction of the mixture.

Asphalt concrete shall be spread and compacted in the layers and thicknesses indicated in the following table:

Asphalt Concrete Layers and Thickness

Total Thickness Shown on the Plans*	Number of Layers	Top Layer Thickness (Millimeters)		Next Lower Layer Thickness (Millimeters)		All Other Lower Layers Thickness (Millimeters)	
		Min.	Max.	Min.	Max.	Min.	Max.
75 mm or less	1	----	-----	----	----	----	----
76 through 89 mm	2	35	45	35	45	----	----
90 through 135 mm	2	45	60	45	75	—	—
136 mm or more	**	45	60	45	75	45	120

Notes:

\*When pavement reinforcing fabric is shown to be placed between layers of asphalt concrete, the thickness of asphalt concrete above the pavement reinforcing fabric shall be considered to be the "Total Thickness Shown on the Plans" for the purpose of spreading and compacting the asphalt concrete above the pavement reinforcing fabric.

\*\*At least 3 layers if total thickness is more than 135 mm and less than 255 mm. At least 4 layers if total thickness is 255 mm or more.

A layer shall not be placed over a layer that exceeds 75 mm in compacted thickness until the temperature of the layer being covered is less than 70°C at mid-depth unless approved by the Engineer.

Asphalt concrete to be placed on shoulders, and on other areas off the traveled way having a width of 1.50 m or more, shall be spread in the same manner as specified above.

The completed mixture shall be deposited on the roadbed at a uniform quantity per linear meter, as necessary to provide the required compacted thickness without resorting to spotting, picking-up or otherwise shifting the mixture. During transporting, spreading and compacting, petroleum products such as diesel fuel and kerosene shall not be used as a release agent on trucks, spreaders or compactors in contact with the asphalt concrete.

Segregation shall be avoided. Surfacing shall be free from pockets of coarse or fine material. Asphalt concrete containing hardened lumps shall not be used.

Longitudinal joints in the top layer of Type A or Type B asphalt concrete shall correspond with the edges of planned traffic lanes. Longitudinal joints in other layers shall be offset not less than 150 mm alternately each side of the edges of traffic lanes.

Unless otherwise provided herein or approved by the Engineer, the top layer of asphalt concrete for shoulders, tapers, transitions, road connections, private drives, curve widenings, chain control lanes, turnouts, left-turn pockets, and other areas shall not be spread before the top layer of asphalt concrete for the adjoining through lane has been spread and compacted. At locations where the number of lanes is changed, the top layer for the through lanes shall be paved first. When existing pavement is to be surfaced and the specified thickness of asphalt concrete to be spread and compacted on the existing pavement is 75 mm or less, the shoulders or other adjoining areas may be spread simultaneously with the through lane provided the completed surfacing conforms to the requirement of this Section 11-1. Tracks or wheels of spreading equipment shall not be operated on the top layer of asphalt concrete until final compaction has been completed.

At those locations shown on the plans, as specified in "Asphalt Concrete" in Section 10-1, "General," of these special provisions, or as directed by the Engineer, the asphalt concrete shall be tapered or feathered to conform to existing surfacing or to other highway and non-highway facilities.

At locations where the asphalt concrete is to be placed over areas inaccessible to spreading and rolling equipment, the asphalt concrete shall be spread by practical means to obtain the specified results and shall be compacted thoroughly to the required lines, grades, and cross sections by means of pneumatic tampers or by other methods that will produce the same degree of compaction as pneumatic tampers.

### 39-10.02 PRODUCTION START-UP EVALUATION AND NUCLEAR DENSITY TEST STRIPS

The Contractor shall demonstrate that the proposed asphalt concrete mixture is being produced and placed on the roadway in conformance with this Section 11-1, "Quality Control / Quality Assurance." The production start-up evaluation shall demonstrate that the aggregates and asphalt concrete mixture conform to the requirements of Table 39-3, "Asphalt Concrete Mixture Requirements," and of Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1 when produced using the plant proposed for this project. The nuclear density test strip serves to provide the Contractor with a location to develop a correlation between cores taken from the test strip and the Contractor's and Engineer's nuclear density gage readings taken from the same locations on the test strip and for the Contractor to demonstrate the ability to achieve a minimum of 96 percent relative compaction.

Production start-up evaluation and the nuclear density test strip may be constructed separately or at the same time to serve both purposes. Asphalt concrete used in the nuclear density test strip shall be representative of the asphalt concrete that shall be placed in the project.

Should the test results or testing program fail to meet these criteria, production will be suspended and the Contractor shall resolve the problem in conformance with the provisions in Section 39-6, "Dispute Resolution," of this Section 11-1.

Attention is directed to longitudinal and transverse construction joint requirements specified in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

Test data used for the production start-up evaluation and the nuclear gage test strips shall not be included with the test data used for acceptance of the work in conformance with the provisions in Section 39-11, "Acceptance of Work," of this Section 11-1.

A production start-up evaluation and a nuclear density test strip shall be used when production of asphalt concrete has been resumed following a suspension of production due to unsatisfactory material quality as specified in Section 39-4.04, "Contractor Process Control," Section 39-4.05, "Contractor Quality Control," and Section 39-11.02A, "General" of this Section 11-1.

### **39-10.02A Production Start-Up Evaluation**

Before or on the first day of asphalt concrete production, the Contractor shall produce a trial quantity of between 250 tonnes and 500 tonnes of asphalt concrete to demonstrate that asphalt concrete produced for this project conforms to the quality characteristics of this Section 11-1. The location of the production start-up evaluation shall be approved by the Engineer.

Asphalt concrete shall be produced by production procedures intended for the entire project. Production of asphalt concrete shall stop after placement of the trial quantity of asphalt concrete. Asphalt concrete production and placement may resume after the quality characteristics of the asphalt concrete mixture have been tested and found to be in conformance with the quality requirements of this Section 11-1.

The Contractor shall randomly obtain 3 aggregate samples from the plant and 3 asphalt concrete mixture samples from the mat behind the paver. Each sample from the plant shall be split into 4 portions; each sample from the mat shall be split into 4 portions. One portion of each sample shall be tested by the Contractor and one portion of each sample shall be provided to the Engineer for testing. The remaining portions shall be delivered to the Engineer and stored for dispute resolution should the test results not conform to this Section 11-1. The Contractor and the Engineer shall evaluate the samples for conformance to the requirements for sand equivalent, stability, percent air voids, and the quality characteristics designated in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. The percent air voids of the asphalt concrete mixture shall be within  $\pm 1.0$  percent of the percent air voids designated in the Contractor's mix design.

The trial quantity of asphalt concrete will be accepted if:

- A. Not more than 3 of the test results from the combined 6 test results from the Contractor's and Engineer's samples for quality characteristics indexed 2, 3, 4, and 5 in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1 are outside the specified limits.
- B. Not more than one of the test results from the combined 6 test results from the Contractor's and the Engineer's samples for sand equivalent, stability, percent air voids or critical start-up characteristics designated in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1 are outside the specified limits.

If the test results from the combined 6 test results fail to meet the conditions above, corrective action shall be taken, and a new trial quantity of asphalt concrete shall be placed and evaluated in conformance with the provisions in this section to demonstrate conformance. If the test results from the combined 6 test results fail to meet the requirements above, then the trial quantity of asphalt concrete will be rejected.

The testing program will be considered adequate only if the average of the Contractor's test results and the average of the Engineer's test results for sand equivalent, stability, percent air voids, and the quality characteristics designated in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1 are within the allowable testing difference designated in Table 39-6, "Allowable Testing Difference," of this Section 11-1.

The Contractor shall not proceed to regular production until the requirements of this Section 39-10.02A, "Production Start-Up Evaluation" have been met. At the request of the Contractor, the Engineer may elect to leave the asphalt concrete which does not meet the requirements of this Section 39-10.02A in place if mitigation at the Contractor's expense can be agreed to. If this quantity of asphalt concrete is left in place, the Contractor will be paid 75 percent of the contract price paid per tonne for asphalt concrete.

The Contractor shall establish a correlation factor for stability of cured versus uncured briquettes. From a single split sample of asphalt concrete, 6 briquettes shall be fabricated. Three of the 6 briquettes shall be cured for 15 hours in conformance with the requirements of California Test 366 and 3 briquettes shall not be cured. The difference between the average stability value determined for the cured and the uncured specimens shall be considered the correlation factor, and shall be applied to stability values determined on uncured samples throughout the life of the project. The correlation factor may range from zero to 4. If the correlation factor is less than zero, a factor of zero shall be applied. If the factor is greater than 4, the correlation factor shall be approved by the Engineer.

### **39-10.02B Nuclear Density Test Strip**

On the first day of placement of each layer of asphalt concrete the Contractor shall place a test strip in conformance with the requirements of California Test 375. The purpose of the test strip is to determine a correlation between cores taken from the test strip and the nuclear density gage readings taken at the core locations and to demonstrate that the asphalt concrete can be placed and compacted to the standards of this Section 11-1, "Quality Control / Quality Assurance." Asphalt concrete used in the nuclear density test strip shall be representative of the asphalt concrete that shall be placed in the project. The location for the nuclear density test strip shall be approved by the Engineer.

The Contractor shall place nuclear density test strips until conditions of the test method and this Section 11-1 have been met. The requirements of this section and the test method shall apply for the correlation of each gage that is used to determine relative compaction for this project. Relative compaction results will not be accepted if they have been determined using a nuclear gage that has not been correlated using a test strip.

Asphalt concrete in test strips may be left in place under the following conditions:

- A. If the relative compaction for the test strip is determined to be 96 percent or greater, the Contractor will be paid at the contract price per tonne of asphalt concrete.
- B. If the relative compaction for the test strip is determined to be less than 96 percent but greater than 93 percent, the Contractor will be paid at 75 percent of the contract price per tonne of asphalt concrete. A new test strip will be required, and mitigation measures shall be at Contractor's expense.

Asphalt concrete in test strips will be rejected when the relative compaction for the test strip is below 93 percent. Production and placement shall not begin until the Contractor has demonstrated the ability to achieve 96 percent relative compaction in conformance with this Section 11-1.

### **39-10.03 SPREADING**

Layers shall be spread with an asphalt paver, unless otherwise specified or approved by the Engineer. Asphalt pavers shall be operated in such a manner as to insure continuous and uniform movement of the paver.

In advance of spreading asphalt concrete over an existing base, surfacing or bridge deck, if there is a contract item for asphalt concrete (leveling) or if ordered by the Engineer, asphalt concrete shall be spread by mechanical means that will produce a uniform smoothness and texture. Asphalt concrete (leveling) shall include, but not be limited to, the filling and leveling of irregularities and ruts. Asphalt concrete used to change the cross slope or profile of an existing surface shall not be considered as asphalt concrete (leveling).

Paint binder (tack coat) shall be applied to each layer in advance of spreading the next layer.

Before placing the top layer adjacent to cold transverse construction joints, the joints shall be trimmed to a vertical face on a neat line. Transverse joints shall be tested with a 3.6-m ± 0.06-m straightedge and shall be cut back for surface smoothness as required in conformance with Section 39-10.04, "Compacting," of this Section 11-1. Connections to existing surfacing shall be feathered to conform to the requirements for smoothness. Longitudinal joints shall be trimmed to a vertical face and on a neat line if the edges of the previously laid surfacing are, in the opinion of the Engineer, in such a condition that the quality of the completed joint will be affected.

### **39-10.04 COMPACTING**

Compacting equipment shall conform to the provisions in Section 39-9.02, "Compacting Equipment," of this Section 11-1, "Quality Control / Quality Assurance."

Rolling shall commence at the lower edge and shall progress toward the highest portion. When compacting layers that exceed 75 mm in compacted thickness, rolling shall commence at the center and shall progress outwards.

Asphalt concrete shall be compacted to a relative compaction of not less than 96 percent and shall be finished to the lines, grades, and cross sections shown on the plans. In-place density of asphalt concrete will be determined prior to opening the pavement to public traffic. No rolling will be permitted after the asphalt concrete temperature is below 60°C.

Asphalt concrete placed in dig outs, as a leveling course, for slope correction, for detours not included in the finished roadway prism, in areas where in the judgment of the Engineer compaction or compaction measurement by conventional methods is impeded or on the uppermost lift of shoulders with rumble strips shall be compacted by a method approved by the Engineer.

Relative compaction shall be determined in conformance with the requirements of California Test 375 except that only a nuclear gauge with thin lift capability shall be used for asphalt concrete layer of 30 mm to 59 mm in thickness. Laboratory specimens shall be compacted in conformance with the requirements of California Test 304. Test locations will be established for asphalt concrete areas to be tested, as specified in California Test 375. If the Contractor compacts the asphalt concrete in any form or quantity after sites for testing have been chosen in conformance with the requirements of California

Test 375 or after California Test 375 has begun, the quality control tester shall choose a new set of random numbers for locating test sites.

Upon completion of rolling operations, if ordered by the Engineer, the asphalt concrete shall be cooled by applying water. Applying water shall conform to the provisions in Section 17, "Watering," of the Standard Specifications.

The completed surfacing shall be thoroughly compacted, smooth, and free from ruts, humps, depressions, or irregularities. Ridges, indentations or other objectionable marks left in the surface of the asphalt concrete by blading or other equipment shall be eliminated by rolling or other suitable means. The use of equipment that leaves ridges, indentations or other objectionable marks in the asphalt concrete shall be discontinued.

When a straightedge 3.6 m  $\pm$  0.06-m long is laid on the finished surface and parallel with the centerline, the surface shall not vary more than 3-mm from the lower edge of the straightedge. The transverse slope of the finished surface shall be uniform to a degree such that no depressions greater than 6 mm are present when tested with a straightedge 3.6 m  $\pm$  0.06-m long in a direction transverse to the centerline and extending from edge to edge of a 3.6-m traffic lane.

Pavement within 15 m of a structure or approach slab shall conform to the smoothness tolerances specified in Section 51-1.17, "Finishing Bridge Decks," of the Standard Specifications.

## **39-11 ACCEPTANCE OF WORK**

### **39-11.01 GENERAL**

The Engineer shall select the procedure used to determine the quantities of asphalt concrete for acceptance and payment determination in conformance with the provisions of this Section 11-1, "Quality Control / Quality Assurance."

Quality control test results that have been verified shall form the basis for statistical evaluation of the work in conformance with Section 39-11.02, "Statistical Evaluation and Determination of Pay Factor," of this Section 11-1. The quality requirements on which statistical evaluation will be based are specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1.

Work determined to be in conformance with the provisions of this Section 11-1 will be accepted and paid for at the contract price per tonne for asphalt concrete and may be subject to compensation adjustment in conformance with Section 39-11.02C, "Pay Factor Determination and Compensation Adjustment," of this Section 11-1.

Work that is not in compliance with the provisions of this Section 11-1 may be rejected by the Engineer and shall be removed and replaced at the Contractor's expense.

When there are fewer than 5 verified quality control tests, the work will be accepted or rejected based on whether the individual test results meet the quality requirements specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. Section 39-11.02, "Statistical Evaluation and Pay Factor Determination," of this Section 11-1 shall not apply.

Aggregates, asphalt binder, and asphalt concrete mixtures that do not conform to this Section 11-1 shall not be used.

The Engineer may reject a quantity of material that is determined to be defective based on visual inspection or noncompliance with the provisions of this Section 11-1.

### **39-11.02 STATISTICAL EVALUATION AND DETERMINATION OF PAY FACTOR**

Statistical evaluation of the work shall be used to verify the Contractor's quality control test results to determine compliance with this Section 11-1, "Quality Control / Quality Assurance."

#### **39-11.02A General**

The quality characteristics to be evaluated and the specification limits are specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. Asphalt content, aggregate gradation (600- $\mu$ m and 75- $\mu$ m sieves), and relative compaction shall be considered for purposes of this Section 11-1 to be critical quality characteristics.

A lot represents the total quantity of asphalt concrete placed. More than one lot will occur if changes in the target values, material sources or mix design are requested by the Contractor and made in conformance with this Section 11-1 or if production of asphalt concrete is suspended due to unsatisfactory performance. However, asphalt concrete placed in dig outs, as a leveling course, for slope correction, for detours not to be included in the finished roadway prism, in areas where in the judgment of the Engineer compaction or compaction measurement by conventional methods is impeded or on the uppermost lift of shoulders with rumble strips shall be considered as a separate lot from other asphalt concrete. In addition, a new lot may be designated by the Engineer if the production and placement have been suspended for longer than 30 days due to seasonal suspension of phases of work.

A minimum of 5 samples shall be required to perform a statistical evaluation. The maximum obtainable pay factor with the 5 samples shall be 1.01. A minimum of 8 samples shall be required to obtain a pay factor of 1.05. If the sampling frequencies and quantity of work would otherwise result in fewer than 8 samples, the Contractor may submit a written request to increase the sampling frequency to provide a minimum of 8 samples. The request shall be included in the Quality Control Plan.

The lot will be accepted and a final pay factor determined when the Contractor's sampling, inspection, and test results are completed, have been submitted and evaluated, and the Engineer has visually inspected the pavement. Quality control test results shall be verified using the *t*-test in conformance with the provisions of Section 39-5.03, "Verification," of this Section 11-1 before the results will be used in considering the acceptance of asphalt concrete.

If the current composite pay factor of a lot is greater than 0.90, the lot will be accepted, provided the lowest single pay factor is not within the reject portion of Table 39-8, "Pay Factors," of this Section 11-1. If the lowest single pay factor is within the reject portion of Table 39-8, "Pay Factors," of this Section 11-1, the lot will be rejected. Rejected asphalt concrete shall be removed from the project site at the Contractor's expense.

If the current composite pay factor of a lot is less than 0.90, production of asphalt concrete shall be terminated and corrective action taken. Upon approval of the Engineer, up to 1000 tonnes of asphalt concrete may be placed to demonstrate that the asphalt concrete is once again in conformance with this Section 11-1. Production of asphalt concrete shall not start until the Engineer has received test results confirming conformance with this Section 11-1. A new lot will be established when production resumes.

If a pay factor for a critical quality characteristic designated in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1 is less than 0.90 for the lot or is within the rejection range for the last 5 tests, production of asphalt concrete shall be terminated and corrective action taken. Upon approval of the Engineer, up to 1000 tonnes of asphalt concrete may be placed to demonstrate that the asphalt concrete is once again in conformance with this Section 11-1. Production of asphalt concrete shall not start until the Engineer has received test results confirming conformance with this Section 11-1. A new lot will be established when production resumes.

Defective asphalt concrete may be voluntarily removed and replaced with new asphalt concrete to avoid a low pay factor. New material will be sampled, tested, and evaluated in conformance with this Section 11-1.

**39-11.02B Statistical Evaluation**

The Variability-Unknown/Standard Deviation Method will be used to determine the estimated percentage of the lot that is outside specification limits. The number of significant figures used in the calculations will be in conformance with the requirements of AASHTO Designation R-11, Absolute Method.

The estimated percentage of work that is outside of the specification limits for each quality characteristic will be determined as follows:

1. Calculate the arithmetic mean ( $\bar{X}$ ) of the test values;

$$\bar{X} = \frac{\sum x}{n}$$

where:

- $\sum$  = summation of
- $x$  = individual test values
- $n$  = total number of test values

2. Calculate the standard deviation (s);

$$s = \sqrt{\frac{n\sum (x^2) - (\sum x)^2}{n(n-1)}}$$

where:

- $\sum(x^2)$  = summation of the squares of individual test values
- $(\sum x)^2$  = summation of the individual test values squared
- $n$  = total number of test values

3. Calculate the upper quality index ( $Q_u$ );

$$Q_u = \frac{USL - \bar{X}}{s}$$

where:

- USL = upper specification limit
- s = standard deviation

$\bar{X}$  = arithmetic mean

(Note: The USL is equal to the upper specification limit or the target value plus the production tolerance.)

4. Calculate the lower quality index ( $Q_L$ );

$$Q_L = \frac{\bar{X} - LSL}{s}$$

where:

LSL = lower specification limit or target value minus production tolerance  
s = standard deviation  
 $\bar{X}$  = arithmetic mean

5. From Table 39-7, "Estimated Percent of Work Outside Specification Limits," of this Section 11-1, determine  $P_U$ ;

where:

$P_U$  = the estimated percentage of work outside the USL.  
( $P_U = 0$ , when USL is not specified.)

6. From Table 39-7, "Estimated Percent of Work Outside Specification Limits," of this Section 11-1, determine  $P_L$ ;

where:

$P_L$  = the estimated percentage of work outside the LSL.  
( $P_L = 0$ , when LSL is not specified.)

7. Calculate the total estimated percentage of work outside the USL and LSL, Percent Defective;

$$\text{Percent Defective} = P_U + P_L$$

where:

$P_U$  = the estimated percentage of work outside the USL  
 $P_L$  = the estimated percentage of work outside the LSL

8. Repeat Steps 1 through 7 for each quality characteristic listed for acceptance.

### 39-11.02C Pay Factor Determination and Compensation Adjustment

The pay factor and compensation adjustment for a lot will be determined as follows:

1. From Table 39-8, "Pay Factors," of this Section 11-1, determine the pay factor for each quality characteristic, ( $PF_{QC}$ ), using the total number of test result values and the total estimated percentage outside the specification limits ( $P_U + P_L$ ) from Step 7 in Section 39-11.02B, "Statistical Evaluation," of this Section 11-1.
2. The pay factor for the lot is a composite of single pay factors determined for each quality characteristic designated in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. The following formula is used:

$$PF_C = \sum_{i=1}^8 w_i PF_{QC_i}$$

where:

$PF_C$  = the composite pay factor for the lot,  
 $PF_{QC}$  = the pay factor for the individual quality characteristic,  
w = the weighting factor listed in Table 39-9, and  
i = the quality characteristic index number in Table 39-9.

3. Payment to the Contractor for the lot of asphalt concrete will be subject to a compensation adjustment. The Compensation Adjustment Factor (CAF) will be determined as follows:

$$\text{CAF} = \text{PF}_C - 1$$

4. The amount of the compensation adjustment will be calculated as the product of:
  - a. the Compensation Adjustment Factor (CAF)
  - b. the total tonnes represented in the lot, and
  - c. the contract price paid per tonne for the item of asphalt concrete involved.

If the compensation adjustment is a negative value, the compensation adjustment will be deducted from moneys due, or that may become due, the Contractor under the contract. If the compensation adjustment is a positive value, the compensation adjustment will be added to moneys due, or that may become due, the Contractor under the contract.

Table 39-7.—ESTIMATED PERCENT OF WORK OUTSIDE SPECIFICATION LIMITS

P <sub>U</sub> and/or P <sub>L</sub>	Sample Size (n)												
	5	6	7	8	9	10-11	12-14	15-17	18-22	23-29	30-42	43-66	>66
	Upper Quality Index Q <sub>U</sub> or Lower Quality Index Q <sub>L</sub>												
0	1.72	1.88	1.99	2.07	2.13	2.20	2.28	2.34	2.39	2.44	2.48	2.51	2.56
1	1.64	1.75	1.82	1.88	1.91	1.96	2.01	2.04	2.07	2.09	2.12	2.14	2.16
2	1.58	1.66	1.72	1.75	1.78	1.81	1.84	1.87	1.89	1.91	1.93	1.94	1.95
3	1.52	1.59	1.63	1.66	1.68	1.71	1.73	1.75	1.76	1.78	1.79	1.80	1.81
4	1.47	1.52	1.56	1.58	1.60	1.62	1.64	1.65	1.66	1.67	1.68	1.69	1.70
5	1.42	1.47	1.49	1.51	1.52	1.54	1.55	1.56	1.57	1.58	1.59	1.59	1.60
6	1.38	1.41	1.43	1.45	1.46	1.47	1.48	1.49	1.50	1.50	1.51	1.51	1.52
7	1.33	1.36	1.38	1.39	1.40	1.41	1.41	1.42	1.43	1.43	1.44	1.44	1.44
8	1.29	1.31	1.33	1.33	1.34	1.35	1.35	1.36	1.36	1.37	1.37	1.37	1.38
9	1.25	1.27	1.28	1.28	1.29	1.29	1.30	1.30	1.30	1.31	1.31	1.31	1.31
10	1.21	1.23	1.23	1.24	1.24	1.24	1.25	1.25	1.25	1.25	1.25	1.26	1.26
11	1.18	1.18	1.19	1.19	1.19	1.19	1.20	1.20	1.20	1.20	1.20	1.20	1.20
12	1.14	1.14	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
13	1.10	1.10	1.10	1.10	1.10	1.10	1.11	1.11	1.11	1.11	1.11	1.11	1.11
14	1.07	1.07	1.07	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
15	1.03	1.03	1.03	1.03	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
16	1.00	0.99	0.99	0.99	0.99	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
17	0.97	0.96	0.95	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94
18	0.93	0.92	0.92	0.92	0.91	0.91	0.91	0.91	0.90	0.90	0.90	0.90	0.90
19	0.90	0.89	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
20	0.87	0.86	0.85	0.85	0.84	0.84	0.84	0.83	0.83	0.83	0.83	0.83	0.83
21	0.84	0.82	0.82	0.81	0.81	0.81	0.80	0.80	0.80	0.80	0.80	0.80	0.79
22	0.81	0.79	0.79	0.78	0.78	0.77	0.77	0.77	0.76	0.76	0.76	0.76	0.76
23	0.77	0.76	0.75	0.75	0.74	0.74	0.74	0.73	0.73	0.73	0.73	0.73	0.73
24	0.74	0.73	0.72	0.72	0.71	0.71	0.70	0.70	0.70	0.70	0.70	0.70	0.70
25	0.71	0.70	0.69	0.69	0.68	0.68	0.67	0.67	0.67	0.67	0.67	0.67	0.66

Table continues below

Table 39-7 (cont.).—ESTIMATED PERCENT OF WORK OUTSIDE SPECIFICATION LIMITS

P <sub>U</sub> and/or P <sub>L</sub>	Sample Size (n)												
	5	6	7	8	9	10-11	12-14	15-17	18-22	23-29	30-42	43-66	>66
Upper Quality Index Q <sub>U</sub> or Lower Quality Index Q <sub>L</sub>													
26	0.68	0.67	0.67	0.65	0.65	0.65	0.64	0.64	0.64	0.64	0.64	0.64	0.63
27	0.65	0.64	0.63	0.62	0.62	0.62	0.61	0.61	0.61	0.61	0.61	0.61	0.60
28	0.62	0.61	0.60	0.59	0.59	0.59	0.58	0.58	0.58	0.58	0.58	0.58	0.57
29	0.59	0.58	0.57	0.57	0.56	0.56	0.55	0.55	0.55	0.55	0.55	0.55	0.54
30	0.56	0.55	0.54	0.54	0.53	0.53	0.52	0.52	0.52	0.52	0.52	0.52	0.52
31	0.53	0.52	0.51	0.51	0.50	0.50	0.50	0.49	0.49	0.49	0.49	0.49	0.49
32	0.50	0.49	0.48	0.48	0.48	0.47	0.47	0.47	0.46	0.46	0.46	0.46	0.46
33	0.47	0.48	0.45	0.45	0.45	0.44	0.44	0.44	0.44	0.43	0.43	0.43	0.43
34	0.45	0.43	0.43	0.42	0.42	0.42	0.41	0.41	0.41	0.41	0.41	0.41	0.40
35	0.42	0.40	0.40	0.39	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38	0.38
36	0.39	0.38	0.37	0.37	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36
37	0.36	0.35	0.34	0.34	0.34	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.32
38	0.33	0.32	0.32	0.31	0.31	0.31	0.30	0.30	0.30	0.30	0.30	0.30	0.30
39	0.30	0.30	0.29	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28
40	0.28	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
41	0.25	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23
42	0.23	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
43	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
44	0.16	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
45	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
46	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
47	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
48	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
49	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Notes:

1. If the value of Q<sub>U</sub> or Q<sub>L</sub> does not correspond to a value in the table, use the next lower value.
2. If Q<sub>U</sub> or Q<sub>L</sub> are negative values, P<sub>U</sub> or P<sub>L</sub> is equal to 100 minus the table value for P<sub>U</sub> or P<sub>L</sub>.

Table 39-8.—PAY FACTOR

Pay Factor	Sample Size (n)												
	5	6	7	8	9	10-11	12-14	15-17	18-22	23-29	30-42	43-66	>66
	Maximum Allowable Percent of Work Outside Specification Limits for A Given Pay Factor ( $P_U + P_L$ )												
1.05			0	0	0	0	0	0	0	0	0	0	0
1.04			0	1	3	5	4	4	4	3	3	3	3
1.03		0	2	4	6	8	7	7	6	5	5	4	4
1.02		1	3	6	9	11	10	9	8	7	7	6	6
1.01	0	2	5	8	11	13	12	11	10	9	8	8	7
1.00	22	20	18	17	16	15	14	13	12	11	10	9	8
0.99	24	22	20	19	18	17	16	15	14	13	11	10	9
0.98	26	24	22	21	20	19	18	16	15	14	13	12	10
0.97	28	26	24	23	22	21	19	18	17	16	14	13	12
0.96	30	28	26	25	24	22	21	19	18	17	16	14	13
0.95	32	29	28	26	25	24	22	21	20	18	17	16	14
0.94	33	31	29	28	27	25	24	22	21	20	18	17	15
0.93	35	33	31	29	28	27	25	24	22	21	20	18	16
0.92	37	34	32	31	30	28	27	25	24	22	21	19	18
0.91	38	36	34	32	31	30	28	26	25	24	22	21	19
0.90	39	37	35	34	33	31	29	28	26	25	23	22	20
0.89	41	38	37	35	34	32	31	29	28	26	25	23	21
0.88	42	40	38	36	35	34	32	30	29	27	26	24	22
0.87	43	41	39	38	37	35	33	32	30	29	27	25	23
0.86	45	42	41	39	38	36	34	33	31	30	28	26	24
0.85	46	44	42	40	39	38	36	34	33	31	29	28	25
0.84	47	45	43	42	40	39	37	35	34	32	30	29	27
0.83	49	46	44	43	42	40	38	36	35	33	31	30	28
0.82	50	47	46	44	43	41	39	38	36	34	33	31	29
0.81	51	49	47	45	44	42	41	39	37	36	34	32	30
0.80	52	50	48	46	45	44	42	40	38	37	35	33	31
0.79	54	51	49	48	46	45	43	41	39	38	36	34	32
0.78	55	52	50	49	48	46	44	42	41	39	37	35	33
0.77	56	54	52	50	49	47	45	43	42	40	38	36	34
0.76	57	55	53	51	50	48	46	44	43	41	39	37	35
0.75	58	56	54	52	51	49	47	46	44	42	40	38	36
Reject	60	57	55	53	52	51	48	47	45	43	41	40	37
	61	58	56	55	53	52	50	48	46	44	43	41	38
	62	59	57	56	54	53	51	49	47	45	44	42	39
	63	61	58	57	55	54	52	50	48	47	45	43	40
	64	62	60	58	57	55	53	51	49	48	46	44	41

Reject Values Greater Than Those Shown Above

## Notes:

- To obtain a pay factor when the estimated percent outside specification limits from Table 39-7, "Estimated Percent of Work Outside Specification Limits," does not correspond to a value in the table, use the next larger value.
- The maximum obtainable pay factor is 1.05 (with a minimum of 8 test values).

Table 39-9.—MINIMUM QUALITY CONTROL REQUIREMENTS

Index (i)	Quality Characteristic	Specification Limits	Weighting Factor (w)	California Test	Minimum Sampling and Testing Frequency	Point of Sampling
1	<b>Asphalt Content</b> <sup>2,3</sup>	TV ± 0.5%	0.30	379 or 382	One sample per 500 tonnes or part thereof Not less than one sample per day	Mat behind paver
2	<b>Gradation</b> 19 or 12.5 mm <sup>4</sup>	TV ± 5	0.01	202	One sample per 500 tonnes or part thereof	Batch Plant - from hot bins
3	9.5 mm	TV ± 6	0.01		Not less than one sample per day	Drum Plant - from cold feed
4	4.75 mm	TV ± 7	0.05			
5	2.36 mm	TV ± 5	0.05			
6	600 µm <sup>2,3</sup>	TV ± 4	0.08			
7	75 µm <sup>2</sup>	TV ± 2	0.10			
8	<b>Relative Compaction</b> <sup>2</sup>	96%	0.40	375 <sup>5</sup>	One sample per 500 tonnes or part thereof Not less than one test per day	Finished mat after final rolling
	<b>Test Maximum Density</b>			375	Per Test Method	Mat behind the paver
9	<b>Mix Moisture Content</b>	≤1%		370	One sample per 1000 tonnes or part thereof Not less than one sample per day	
	<b>Asphalt and Mix Temperature</b>	120°C to 190°C (Asphalt) ≤165°C (Mix)			Continuous using an automated recording device	Plant

## Notes:

1. TV = Target Value from contractor's proposed mix design.
2. Depending on aggregate gradation specified.
3. Quality characteristics 1, 6, 7, and 8 are defined as critical quality characteristics in the verification testing process.
4. Quality characteristics 1, 6, and 7 are defined as critical start-up characteristics in the Production Start-Up Evaluation.
5. California Test 375, Part 3, Section B, "Testing Frequency," is revised to change 450 tonnes to 500 tonnes and 45 tonnes to 50 tonnes.

## 39-12 MEASUREMENT AND PAYMENT

### 39-12.01 MEASUREMENT

Asphalt concrete will be measured by mass. The quantity to be paid for will be the combined mass of the mixture for the various types of asphalt concrete, as designated in the Engineer's Estimate.

The mass of the materials will be determined in conformance with the provisions in Section 9-1.01, "Measurement of Quantities," of the Standard Specifications.

Quantities of paving asphalt, liquid asphalt, and asphaltic emulsion to be paid for as contract items of work will be determined in conformance with the methods provided in Section 92, "Asphalts," Section 93, "Liquid Asphalts," or Section 94, "Asphaltic Emulsions," of the Standard Specifications, as the case may be.

When recorded batch masses are printed automatically, these masses may be used for determining pay quantities provided the following requirements are complied with:

- A. Total aggregate and supplemental fine aggregate mass per batch shall be printed. When supplemental fine aggregate is weighed cumulatively with the aggregate, the total batch mass of aggregate shall include the supplemental fine aggregate.
- B. The total bitumen mass per batch shall be printed.
- C. Zero-tolerance mass shall be printed prior to weighing the first batch and after weighing the last batch of each truckload.
- D. The time, date, mix number, load number, and truck identification shall be correlated with the load slip.
- E. A copy of the recorded batch masses shall be certified by a licensed weighmaster and submitted to the Engineer.

Pavement reinforcing fabric will be measured and paid for by the square meter for the actual pavement area covered.

### 39-12.02 PAYMENT

Asphalt concrete placed in the work, unless otherwise specified, will be paid for at the contract price per tonne for asphalt concrete of the types designated in the Engineer's Estimate.

Compensation adjustment for asphalt concrete will be in conformance with Section 39-11.02C, "Pay Factor Determination and Compensation Adjustment," of this Section 11-1, "Quality Control / Quality Assurance."

When there is a contract item for asphalt concrete (leveling), quantities of asphalt concrete placed for leveling will be paid for at the contract price per tonne for asphalt concrete (leveling). When there is no contract item for asphalt concrete (leveling), and leveling is ordered by the Engineer, asphalt concrete so used will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications.

For asphalt concrete placed in dig outs, as a leveling course, for slope correction, for detours not included in the finished roadway prism, in areas where in the judgment of the Engineer compaction or compaction measurement by conventional methods is impeded or on the uppermost lift of shoulders with rumble strips the relative compaction provisions of Section 39-11.02, "Statistical Evaluation and Determination of Pay Factor," of this Section 11-1, shall not apply. In the computation of the composite pay factor ( $PF_C$ ) for the lot composed of this asphalt concrete, an individual pay factor of 1.0 for the relative compaction ( $PF_{QCS}$ ) shall be used.

Full compensation for the Contractor's Quality Control Plan, including furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in developing, implementing, modifying, and fulfilling the requirements of the Quality Control Plan shall be considered as included in the contract price paid per tonne for asphalt concrete of the types designated in the Engineer's Estimate and no additional compensation will be allowed therefor.

Full compensation for Contractor sampling, testing, inspection, testing facilities, and preparation and submission of results shall be considered as included in the contract price paid per tonne for asphalt concrete of the types designated in the Engineer's Estimate and no additional compensation will be allowed therefor.

Quantities of pavement reinforcing fabric placed and paving asphalt applied as a binder for the pavement reinforcing fabric will be paid for at the contract price per square meter for pavement reinforcing fabric and per tonne for paving asphalt (binder-pavement reinforcing fabric). Full compensation for furnishing and spreading sand to cover exposed binder material, if necessary, shall be considered as included in the contract price paid per tonne for paving asphalt (binder-pavement reinforcing fabric) and no separate payment will be made therefor.

Small quantities of asphalt concrete placed on pavement reinforcing fabric to prevent the fabric from being displaced by construction equipment or to allow public traffic to cross over the fabric shall be considered as part of the layer of asphalt concrete to be placed over the fabric and will be measured and paid for by the tonne as asphalt concrete of the types designated in the Engineer's Estimate.

When there is a contract item for liquid asphalt (prime coat), the quantity of prime coat will be paid for at the contract price per tonne for the designated grade of liquid asphalt (prime coat). When there is no contract item for liquid asphalt (prime coat) and the special provisions require the application of a prime coat, full compensation for furnishing and applying

the prime coat shall be considered as included in the contract price paid per tonne for asphalt concrete of the types designated in the Engineer's Estimate and no separate payment will be made therefor.

When there is a contract item for asphaltic emulsion (paint binder), the quantity of asphaltic emulsion or paving asphalt used as paint binder (tack coat) will be paid for at the contract price per tonne for asphaltic emulsion (paint binder). When there is no contract item for asphaltic emulsion (paint binder), full compensation for furnishing and applying paint binder (tack coat) shall be considered as included in the contract price paid per tonne for asphalt concrete of the types designated in the Engineer's Estimate and no separate payment will be made therefor.

Fog seal coat will be paid for as provided in Section 37-1, "Seal Coats," of the Standard Specifications.

No adjustment of compensation will be made for an increase or decrease in the quantities of paint binder (tack coat) or fog seal coat required, regardless of the reason for such increase or decrease. The provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications shall not apply to the items of paint binder or fog seal coat.

The above contract prices and payments shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in placing asphalt concrete, complete in place, as shown on the plans, as specified in this Section 11-1, "Quality Control / Quality Assurance," and "Asphalt Concrete" in Section 10-1, "General," of these special provisions, and as directed by the Engineer.